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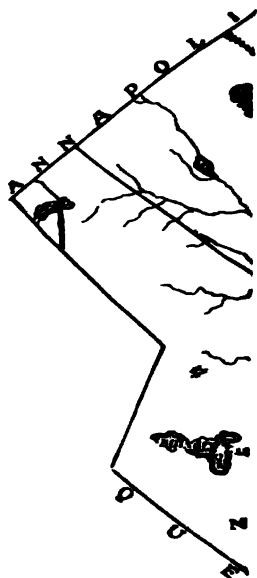
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LUNENBURG.

0

HISTORY
OF THE
COUNTY OF LUNENBURG

BY
MATHER BYLES DESBRISAY,
Judge of County Courts, and Member of the Historical Society of Nova Scotia.



Vertrauen im Gott.

SECOND EDITION.

"Follow me
Back through a hoary century."

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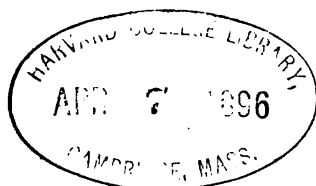
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PREFACE TO FIRST EDITION.

TO THE INHABITANTS OF THE COUNTY OF LUNENBURG :

I have for some time given to the preparation of the following history of my native county, the leisure left me by my professional and public duties.

I am indebted for information to the works of Haliburton, Dawson, Murdoch, Aikins, and others ; and to important public and private documents. I have examined all the places of special historic interest referred to, and heard from the lips of many of the most aged residents, four of whom have attained respectively to ninety-five, ninety-six, ninety-eight, and over one hundred years, their personal recollections, and statements made to them by their ancestors.

To each one who shall peruse the work, I beg to say, in the words of an ancient author, "I wish thee as much pleasure in the reading as I had in the writing."

I am, your Friend and Representative,

MATHER B. DESBRISAY.

BRIDGEWATER, LA HAVRE, *February*, 1870.

PREFACE TO SECOND EDITION.

IN England, where county annals are highly valued, a writer has said, "Local histories are always welcome, even beyond the districts which they immediately concern. They preserve for us the past."

Since the publication, in 1870, of the first edition of this work, I have received numerous applications for copies, which could not be supplied, and I have been several times advised by friends to publish another edition. I have also had from many of its readers very encouraging words, some of which are the following, from a letter written to me in August, 1889, by one living in a far away Province :

"I remember well the first appearance of your history, at which time I read it with pleasure and much interest, for it gave a good account of our antecedents. I have often wondered how and where you got all the material for its composition. I regard it as one of the most valuable of the collection of books I possess. I am proud of my county, its antiquity, its early pioneers, its present inhabitants, and its advancement in that which pertains to perfect civilization."

I have revisited many districts, conversed with the oldest people, perused additional historical documents, and no pains have been spared in the endeavor to make the book a complete county record.

MATHER B. DESBRISAY.

BRIDGEWATER, *October*, 1895.

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HISTORY

OF THE

COUNTY OF LUNENBURG.

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Situation of the County—Indian Names—La Tour Grant—Cornwallis at Merliguesche—Township of Lunenburg—Obtaining Settlers from Germany—Arrivals at Halifax—Description of Lüneburg in the Fatherland—Opinions about Germany and the Germans.

LUNENBURG.

LUNENBURG is one of the counties situated on the south shore of Nova Scotia, and is bounded inland on the north-east by the counties of Hants and Halifax; on the south-west by Queen's county; and on the north-west by Annapolis and King's counties.

It is a most valuable and important part of this "little Province by the sea," which our distinguished fellow-countryman, Sir William Dawson, has declared to be "the richest place on the face of the earth, for the size of it;" and which another clever Nova Scotian, the late Attorney-General Wilkins, said in the House of Assembly, "came from the hands of the Creator, endowed with greater natural advantages than any territory of equal dimensions on the face of the globe."

"Fair land of river, lake and stream,
Of forests green through all the year,
Of valleys that Arcadian seem,
Of homes that love and plenty cheer;
No other land could be more dear
'Neath all the overarching skies,
And doubly blest is he who here
Contented lives—contented dies."

TOWN OF LUNENBURG.

What is now known by the above appellation was first called Merliguesche, and by many Malegash.

In 1880, the writer was told by the Rev. Dr. Rand, that the name Mälliggeak was, according to the best information he could receive, applied by the Indians generally, not to one particular harbor, but to the whole coast along by Lunenburg. Malegash, he thought much nearer to it than the English usually come, in their murdering of Indian names. "The word is compounded of *mal* (bad, loose, unsteady, idle, good for nothing), with a common grammatical termination, denoting that the evil is *inherent*, and the object *inanimate*. As to *why* the name was given, is not so easy to solve. There is often not the slightest connection between the thing named and the meaning of the name. Names are often given from some accidental circumstance, of which no history survives. The name Mälliggeak means 'loose,' 'not firm.' In the spelling, *l* and *g* are doubled, to give, as near as possible, the exact pronunciation."

Information was subsequently given by the same authority as follows: "Haliburton gives the best solution of *Malegash* I have yet seen. He calls Lunenburg Merliguesh, or Malegash, an Indian word signifying 'milky bay,' in reference to its appearance in a storm. Now, he is so far correct, that the Indian word for milk is *Mělegěch*, and this comes nearer to Malegash than any word I have seen. But *milky bay* is wrong, and I do not believe the bay was ever called milk by the Indians. I cannot find one who ever heard of Lunenburg, or any other place, being so called. But the word suggests a clue to the blunder of the original discoverers. The Indians, of whom they endeavored, *by signs*, to learn the name, mistook their meaning. I can well suppose, and gave them what the white foaming billows looked like, namely, *Mělegěch-milk*. Let anyone who does not understand Indian, attempt to collect Indian names or words from an Indian who does not understand English, and see what blunders he will make."

The first record of that part of the county now occupied by the town of Lunenburg, is connected with the date 1630, in which year Sir William Alexander gave, by letters patent, to Sir Claude de St. Etienne, Lord of La Tour, and his son Charles, certain "country, coasts and islands," part of the description of which was, "unto the Port de la Tour, formerly named L'Omeroy, and further beyond the said port, following along the said coast, unto Merliguesche, near unto and beyond the port and cape of La Hève, with power to build towns and forts."

On the 9th August, 1656, Cromwell granted to La Tour, Thomas Temple, and William Crowne, the country contained within the following bounds: "Commencing at 'Merliguesche,' and extending from thence to Port La Hève, following the coast to Cape Sable; and thence by other described courses to Pentagoet" (or Penobscot), "and the River St. George; and further on to the first habitation made by the Flemmings, or French, or by the English of New England." The rent reserved was twenty beaver skins and twenty moose skins annually.

In 1723, seventeen fishing vessels were captured at Canseau by Indians, who obtained a large number of prisoners. Some of the vessels were retaken, and several Indians having been killed, it was decided to avenge their deaths by sacrificing twenty of the remaining prisoners, who had been carried to "Merleguesh." The usual preparations were being completed, when the Indians were surprised by the arrival of a sloop with Captain Blin, who made proposals for ransom, which were accepted, and the prisoners set free.

Samuel Daly, of Plymouth, master of a fishing-sloop, put into Malegash (Lunenburg) harbor for water, in August, 1726, and invited on board John Baptist, a Frenchman, whom he took into his cabin to drink. Daly and his mate, with three men, went ashore, and Baptist's son, with two Indians, boarded the vessel. The Baptists and the Indians took possession, and hauled down the British ensign. Baptist wound the flag around him and placed a pistol in it. Other Indians joined

the party, and threatened Daly with their hatchets when he tried to get the sloop back. He was ordered by Baptist to sail the vessel, and watching his opportunity, with the help of his men, recaptured it. He made prisoners of Baptist, his son, and several Indians, the rest of whom threw themselves into the sea. Taking them to Boston, Baptist, his son, and three Indians were tried in the Admiralty Court, condemned and executed.

Colonel the Hon. Edward Cornwallis was gazetted Governor of Nova Scotia, May 9th, 1749, and sailed from England the 14th of the same month. He called at Merliguesche on his way to Halifax in June of the same year. In a letter dated the 22nd of that month, he wrote: "We came to anchor in Merligueche Bay, where I was told there was a French settlement. I went ashore to see the houses and manner of living of the inhabitants. There are but a few families, with tolerable wooden houses, covered with bark; a good many cattle, and clear ground more than serves themselves. They seem to be very peaceable, say they always looked upon themselves as English subjects; have their grants from Colonel Mascarene, the Governor of Annapolis; and showed an unfeigned joy to hear of the new settlement. They assure us the Indians are quite peaceable and not to be feared."

Murdoch says: "Colonel Cornwallis came out in H. M. sloop *Sphinx*, which made the coast of Acadie on the 14th June (old style), but, having no pilot on board, cruised off the land until the 20th, when they met a sloop having two pilots, on her way from Boston to Louisburg. He decided to go to Chebucto, for which he had a fair wind. Before he went there he had visited Merligueche Bay, where there was then a small French settlement, Malagash, now called Lunenburg."

Cornwallis, in a letter dated Chebucto, July 24th, 1749, wrote that Monsieur Ramsay (de Ramezay) had passed *Merlegoch* a few days before he put in there.

Traces of old French cellars have been discovered in the town of Lunenburg, and at the corner near King's hotel there were found some years ago, several feet under the surface, part

of an old fireplace, a leaden weight of one pound and one ounce, present standard, several staves of a cask that had been used in a well, and a stout piece of oak timber.

In 1720, Governor Phillips recommended that a settlement should be formed at Merliguesche, and it and La Hève were named as places conveniently situated for the seat of Government.

At a meeting of H. M. Council, held at Halifax, August 23rd, 1750, the following localities were named as suitable for a proposed new settlement: La Have, Malagash, Head of Chebucto Bay, North-west River, and opposite side of Halifax harbor.

On the 16th October, 1752, Governor Hopson wrote to the Lords of Trade that "Merleguish, by Margaret's Bay," was a place to which it was intended to send settlers.

TOWNSHIP OF LUNENBURG.

At another meeting of Council, May 10th, 1753, it was "Resolved, that the settlement to be made at Merligash be called the township of Lunenburg, the district thereof to be hereafter ascertained;" and a commission to Colonel Lawrence, dated May 28th, directed him "to settle a township by the name of Lunenburg, lying on the harbor of Merligash, in this Province."

The township of Lunenburg is stated by Haliburton to be, next to Halifax, "the oldest settlement formed by the English Government in Nova Scotia."

Lunenburg was named from Lüneburg in Germany, whence many of the original settlers came.

The name was also given to a town in Virginia, United States; a county in the same State; a town in the State of New York; a town in Worcester county, Massachusetts; a town in the White Mountains, New Hampshire, fifteen miles north of the beautiful village of Bethlehem; and to a post on the left bank of the Pongolo River, in South Africa, where Germans settled, many of whose farms were destroyed in the Zulu war of 1879.

The word is spelled Lüneburg, in an office book prepared for

the Lutheran Church in this county, by the late Rev. Ferdinand Conrad Temme, then pastor, and published at Philadelphia, A.D. 1816.

The first emigrants who settled at Lunenburg under the protection of the British Government came to the Province in consequence of a proclamation, published in Germany in 1750. Public notices were also posted in several populous towns. Those who should avail themselves of the terms offered, were to receive (so states the proclamation) fifty acres of land each, free from all rent and taxes for ten years, with ten additional acres for each member of a family, and further privileges in proportion to the number of acres of land cultivated and improved, and were to be maintained for twelve months after their arrival in the Province. They were to be provided with arms and ammunition, and a sufficient quantity of materials and implements for housekeeping, clearing and cultivating their lands, erecting habitations, and promoting the fisheries. They were informed that the climate of the Province was healthy, the soil productive and fertile, yielding an abundance of everything necessary to support life, with a sea coast abounding in fish, well situated for shipping and trade, and furnished with secure and convenient harbors.

They were also told to "apply to Mr. John (Johann) Dick, or to his agent, in Frankfort-on-the-Mayne, who may be found by inquiry of John Adam Ohenslagen, shipmaster, who resides at the Saxenhausen bridge."

A large number applied, and secured passages for themselves and families.

Besides those of the original settlers who came from the district of Lüneburg, there were some from Switzerland. Others were from Montbeliard, the chief town of an arrondissement in the department of Doubs, France, at the confluence of the Allaine and the Lusine, on the canal between the Rhine and the Rhone. Cuvier, the great naturalist, was born there. It was part of a territory which had been claimed by France and by certain German duchies, and of which France secured possession shortly before the revocation of the Edict of Nantes. The

people have been referred to as the "Lutherans of Montbeliard." The word is pronounced *Mong-bilyar*.

One hundred and thirty persons embarked at Rotterdam, on a long voyage for this—to them, strange—country, and arrived at Halifax, in the good ship *Anne*, John Spurrier, Master, in 1750. Between the date of this first arrival and 1753, an additional number were brought out by the *Pearl*, *Gale*, *Sally*, *Betty*, *Murdoch*, *Swan*, and other ships, making in all 1,615. We can imagine them, having been led hither in safety by the guiding hand of protecting Providence, touching what was to them a foreign shore, and looking back on the vessels they had just left as the last outward and visible links in the chain between the Old World and the New.

Mrs. Beechner, who came from Germany some time after the first settlers, and who died in Lunenburg at the age of ninety-six years, described the manner in which some of them left home, as witnessed by herself. They assembled together at Klein Heibach, whither they were accompanied by friends and relatives. On the morning of their embarkation the church bell summoned them to special religious services, and great lamentation was manifested at their departure.

Though it must always be a cause of sorrow to part from kindred and friends and encounter the trials and privations incident to beginning a new life in an unsettled country, and though we may well believe that the brave and undaunted Germans and Swiss had this feeling in all its intensity, on leaving their dear fatherland, yet, in the prospect of happy homes for themselves and their children, and the enjoyment of those peculiar privileges which belong to British subjects in the colonies of the Empire, they bade adieu to the loved associations which had clustered round them from infancy, and with farewells on their lips, and sadness in their hearts, embarked to cross the intervening ocean.

The following was signed by those who came in the *Sally* :

"We, the underwritten passengers on board the *Sally*, John Robinson, Master, bound from hence to Halifax, in Nova Scotia, in North America, do hereby acknowledge and declare that we

are justly and truly indebted to Mr. John Dick, agent for the colony of Nova Scotia, at Rotterdam, the several sums below mentioned and set opposite to our names, in Dutch currency, for ourselves and for our families, freights, etc., from hence to Nova Scotia aforesaid, which several sums we do hereby oblige ourselves jointly and severally to pay, by immediately going upon such work as His Excellency the Governor shall think proper to employ us upon, at the rate of one shilling sterling per day, until the whole we owe is paid. In witness whereof, we have signed three of these of one tenor and date; the one accomplished, the others to be void and of no force.

“Rotterdam, 30 May, 1752.”

Similar obligations were probably made by emigrants in other ships.

Governor Hopson, in a letter to the Lords of Trade, dated Halifax, 16th October, 1752, writes: “The people in general who were sent over this year by Mr. Dick, complain of his having persuaded them at their embarking to sell everything, even the little bedding they had, by which means they have lain on the bare decks and platforms during their voyage, and are still destitute of all kinds of bedding. This has caused the death of many both on the passage and here ashore since they were landed. . . . It looks as if it was done to give room for crowding in a greater number of people into the ships that brought them.”

The following description of Lüneburg in Germany may be interesting to descendants of early settlers in this county. The facts have been gathered from “Meyer's Conversations Lexicon,” “Chambers' Encyclopædia,” and “Encyclopædia Britannica.”

Lüneburg is the chief town of a district in the Prussian Province of Hanover, which was formerly an independent kingdom, and in ancient times part of Saxony. The town is near the foot of a small hill called the Kalkberg, and on the River Ilmenau.

It was once strongly fortified, and is divided into four districts or quarters, called Market, Water, Sand, and Suelz (Brine) quarters. Through the old walls and fortifications,

now turned into promenades, led six gates, one of which was Newgate, of the fourteenth century. These were removed to make room for additions to the town. The oldest of the four churches (Johannes Kirche) is of purest Gothic style, has a steeple 360 feet high, an artistic stone pulpit, and other sculpture. In the St. Michael's Church is the vault of the Lüneburg Princes, who ruled from 1369 to 1705, when the last Prince died. The earliest mention of Lüneburg is in 795.

Through the disturbance of the War of Succession, the town obtained its independence, for which it had long been striving. In 1367, Lüneburg joined the Hansa, a union of different merchant cities, known as "The Hanseatic League." In the seventeenth century it was the depot for all the merchandise exported from Saxony and Bohemia to the mouth of the Elbe. In 1714, George Louis, the Elector of Lüneburg, ascended the throne of Great Britain, as George I. The German war of liberation, in 1813, was begun by an engagement with the French, under General Morand, near Lüneburg.

Lüneburg owes its importance chiefly to the gypsum and lime quarries of the Kalkberg, which afford materials for its cement works, and to the productive salt spring at its base. Its industries also include the making of ironware, soda, and haircloth. The soil of the district bears wheat, rye, barley, oats, peas, buckwheat, flax, hemp, garden vegetables, and different kinds of foliage and needle trees. The raising of horses and horned cattle is in some parts unimportant; in others—for instance, in the marshlands—very considerable. Among the manufactures are yarn spinning, linen weaving, stocking knitting, and woodenware making. The commerce of Lüneburg is confined to the sale and transport of the country's products.

Lüneburg gives its name to the Lüneburger Haide, or Lüneburg Heath, an immense tract of moorland occupying the greater part of eastern Hanover. On this heath graze numerous herds of a poor quality of sheep, mostly black, with long and coarse wool, called "Heidschnucken." This and other extensive heaths afford good sheepwalks, and when the heather

is in blossom, they are resorted to by the keepers of bees, who tend their hives with much care and considerable success. In one year there were 200,657 hives, chiefly in the Lüneburg district, yielding honey to the value of £40,000.

Mark Twain has written that "Germany, in the summer, is the perfection of the beautiful."

Jerome K. Jerome says, in his "Diary of a Pilgrimage": "I like the Germans. They are a big, square-shouldered, deep-chested race. They do not talk much, but look as though they thought—easy-going, and good tempered.

"The Germans are hearty eaters, but they are not fussy and finikin over their food. Their stomach is not their god, and the cook with his sauces, and *pates* and *ragoûts*, is not their high priest. So long as the dish is wholesome, and there is sufficient of it, they are satisfied.

"In the mere sensuous arts of painting and sculpture, the Germans are poor. In the ennobling arts of literature and music they are great, and this fact provides a key to their character. They are a simple, earnest, homely, genuine people. They do not laugh much, but when they do, they laugh deep down. They are slow, but so is a deep river. A placid look generally rests upon their heavy features; but sometimes they frown, and then they look somewhat grim.

"The Germans believe in themselves, and respect themselves. The world for them is not played out. Their country, to them, is still the 'Fatherland.' They look straight before them, like a people who see a great future in front of them, and are not afraid to go forward to fulfil it."

Joseph Howe said. "The Germans everywhere are lovers of freedom, manliness, and fair play."

Dr. Richard Ely, of the University of Wisconsin, says: "The Germans are generally admitted to be, perhaps, the best immigrants we have: and if not the best, undoubtedly among the best. Our indebtedness to Germany, for material and intellectual enrichment, is clear to the historical student of our institutions."

CHAPTER II.

Arrival at Lunenburg—Captains Cobb and Rous—First Birth—Military and Civil Authority—Block-houses—Rebellion—Commons—Stock, Houses, Huts, Crops, Mills and Vehicles—First Ferry—First Shop.

THE following letter was written by Governor Hopson to the Board of Trade and Plantations, previous to the departure from Halifax of intending settlers at Lunenburg:

“HALIFAX, May 25th, 1753.

“MY LORDS,—I last night received an express from the officer commanding at Pisiquid (Windsor), advising me that he is credibly informed that there are three bodies of Indians disposed of in those parts amounting to about three hundred, who lie there in readiness, as they give out, to oppose the settlement of Merlegash, and intend to begin their march there as soon as they have information when the settlers are to sail, which information they propose to get by intercepting our courier; but as I had intelligence before the couriers were despatched, I have sent letters by them calculated to fall into the hands of the Indians, acquainting the officer that I have sent a large party to Cobequid to see how the Indians are disposed, and that I had deferred the expedition until their return.

“However, the first embarkation of them will sail as soon as the wind is fair, and will consist of about 450 persons, armed and fit for service, the troops included; the rest will follow as soon as I hear these have got a footing.

“The only vessel of force we have here is the *Albany* sloop of war, Captain Rous, commander, whom I have been obliged to request to countenance the new settlement, which he has most heartily undertaken.”

Of those who arrived at Halifax, as above named, 1,453 embarked there on the 28th of May, 1753, in fourteen transports, the largest being 98 tons burthen, and the provincial sloop *York*, Captain Sylvanus Cobb, which were employed to convey them to Lunenburg, and 92 regular troops and 66 rangers were also

sent there, under command of Colonel Lawrence, in whose charge the settlers were placed. He was to lay out the cleared land adjoining the town among the people by lot, and to reserve the beach to the Crown. Each family building a house was to receive from him materials not exceeding seven hundred feet of boards, five hundred bricks, and a proportionate quantity of nails. They arrived at Lunenburg (then called "Merliguesch") on the seventh day of the following month.

Leonard Christopher Rudolf wrote that they "went to work to clear the wilderness on the 7th June."

Captain Cobb, above named, was engaged in the removal of the French Acadians, and in 1758 he conveyed the immortal Wolfe to a reconnoitre of Louisburg. In 1759, he was ordered to Lunenburg in the *York*. He afterwards settled and built a house at Liverpool, N.S. His daughter married Colonel William Freeman. Cobb died at Havana, 1762.

The landing of the settlers, and the work referred to by Mr. Rudolf, were the starting-point in the British settlement of the county, called, as was the town whose foundations were then laid, Lunenburg. An immortal poet has written "What's in a name?" but this name of Lunenburg would act as a constant reminder of the country to which these adventurers had said good-bye. This part of the coast was selected for them on account of the safety and beauty of the harbor, which affords excellent anchorage, and is sheltered by several headlands, and by Cross Island; the apparent fertility of the soil, and its nearness to Halifax. Owing to a brook which emptied into the harbor, and to their desire to perpetuate the name of the captain under whose safe conduct they had come thither, they called the spot where they stepped from the boat "Rous's Brook." There was close by a cleared piece of ground which, on being turned up, was found to be very rich from the decomposition of clam shells, immense quantities of which had been left there, either by the French or Indians. Another place of the same kind was discovered near the head of the harbor, and in its immediate neighborhood an old burial-ground.

Captain John Rous was, in 1744, master of a Boston priva-

teer, and took eight French vessels laden with mud-fish into St. John's, Nfld. In the following year he was engaged in the expedition against Cape Breton, and was subsequently sent to England with news of the capture of Louisburg. In 1754, he was made a member of His Majesty's Council for Nova Scotia. In 1758, he was in command of the *Sutherland*, fifty guns, at the second siege of Louisburg, and in 1759, at the siege of Quebec. It was from the deck of this ship that Wolfe issued his last order before he ascended the Heights of Abraham. Captain Rous died in 1760. His daughter married the Hon. Richard Bulkeley.

The brave pioneers were referred to in the following lines, which were part of an address in verse, read at the celebration, June 7th, 1886, of Lunenburg's natal day, by Rev. R. C. Caswall, M.A., then rector of St. John's Church.

“ Oh, Lunenburg people, I am sure you don't know
Half the toil or the labor, the grief or the woe
Encountered of old by those worthies so brave,
Who faced every peril of tempest and wave,
Who landed right here in the midst of red savages,
And were often exposed to their murderous ravages ;
Oh, surely you'll honor those brave men and true
Who founded this town and prepared it for you ;
Who prepared it for you at the risk of their lives,
Not fearing the tomahawks, axes and knives,
The spears and the arrows, the bullets of lead,
Which assaulted them waking, or slew them in bed ;
Oh, then, honor the brave, and like them be brave, too,
If your numbers be great, or if they be few,
For God helps the weak, if their cause it be dear,
And He will defend you though danger be near.”

On the 23rd of June, 1753, an order was passed for a review of the militia and choice of sergeants, corporals, etc.

The first jail was built by Government and called the “ King's Prison.”

A pay list, dated September, is preserved, showing 4s. 6d. paid to German and Swiss overseers for raising frame of east

block-house, with items and vouchers therefor. Also another, dated in November, for building chimney in jail.

Arms called in—451 firelocks.

A second jail was built in 1816, and torn down in 1894. Sills, timbers, and shingles were found to be sound and good.

The sum of £10 was voted in 1753 to the captain of a schooner for the passage of two Indians, one of whom was a chief, from Lunenburg to Halifax and back.

The following is an extract from a letter written by Governor Hopson to the Lords of Trade and Plantations, dated July 23rd, 1753 :

“ . . . I pitched upon Merlegash for the outsettlement of the foreigners. It was preferable to Musquedoboit, as there is a good harbor, which is wanting at Musquedoboit. Had it been possible to have sent the settlers by land, it would have been a great satisfaction to me to have saved the expense of hiring vessels, but on inquiring, found it absolutely impossible, not only as they would have had at least fifty miles to go through the woods, but there is not any road.”

The first birth in the new community was that of Jane Margaret Bailly, which occurred during the night following the landing, in a rude camp built among the bushes, in the rear of what is now the residence of Mr. Charles Myra.

Preparations were made to secure shelter, and huts and log-houses were erected as fast as circumstances would permit.

Owing to the presence of deadly enemies, in the persons of the native Indians, who murdered or carried off every settler they could find absent from home, it became necessary to provide, as soon as possible, means of defence.

A militia regiment was formed, of which Patrick Sutherland was Lieutenant-Colonel, and Leonard C Rudolf, Major. Block-houses were built as defences outside the town; and the new settlement was enclosed with “a fence of pickets, sharpened at the points, and securely fastened in the ground.”

MEMO. OF BLOCK-HOUSES, ETC., 1753.

- Garrison block-house, on Gallow's hill.
- A block-house by the burial ground.
- A block-house on back of shore below Labroane's garden.
- A block-house on back harbor, opposite Mason's.
- A picket fence from Fort to Fort, from front to back harbor.
- A block-house on Windmill hill.
- A block-house on Battery Point, called "Fort Boscawen."
- A block-house at Mush-a-Mush.
- A block-house at Morriott Brook.
- A block-house at North-West Range.
- A block-house at Lower La Have.
- A block-house at Upper La Have.
- A block-house at Jacob Hirtle's mills.
- Fort Boscawen, Battery Point, cost £219 11s. 3d.

Civil, as well as military authority was required; and this was present in the persons of Patrick Sutherland, Sebastian Zouberbuhler, and John Creighton, who were, on the 26th of May, 1753, two days before the embarkation at Halifax, appointed the first Justices of the Peace for Lunenburg.

Murdoch says: "The soldiers and settlers at Mirligash (Lunenburg) are stated, October 1st, 1753, to amount to 650 men, well armed. Hopson says they might fall into the same kind of neutrality claimed by the Acadians, unless care be taken. He approves of the idea suggested by the Lords of Trade, of giving them live stock and hogs; and thinks £2,000 would be well laid out on that purpose. Some of them he has employed as overseers, besides English in the same capacity. The Justices Zouberbuhler and Creighton were also paid for their services. The people of Lunenburg began to be uneasy at having neither church nor clergyman, except the Swiss, who have a French minister, Mr. Moreau. The church was put in the estimate for 1754. The people there were very industrious."

Tradition says that during the earliest year of the settlement an incident occurred which caused much excitement. When the ice broke up in the spring, some of the boys were amusing themselves by moving pieces from the beach and taking a short pleasure excursion. Two of them got into deep

water and were "outward bound," with a fair wind. Boats not being yet built, trees were fastened together and propelled by boards or sticks, by which means the boys were overtaken near Battery Point and brought safely back.

It was necessary that men surrounded by Indian foes should, when obliged to go any distance from home, have one of their number in whom they might confide as leader; and they were well supplied in the person of Henry Maxner, who, with his resolute spirit, and a compass to guide him, would lead the party venturing into the woods. It would have been fortunate for old Mr. Hornish to have had his services, when, having lost his way near Lunenburg, he found himself, to his great surprise, after long travelling and "beating the bush," on a sand beach at Lower La Have.

The severe labor exacted from the men at Lunenburg, in their duties at and between the different forts, in defending stockaded houses and resisting the attacks of Indians, made them ill-prepared to bear any additional grievance; and in December, 1753, a riot occurred, under circumstances thus described in the original record:

"MEMO. OF THE REBELLION.

"December 15th, 1753.

"A report was circulated that John Peterquin, a Frenchman, had received a letter from London, wherein it was stated that Parliament had directed that each person should receive one pound of bread, meat, pease, rice, hulled oats, molasses, one pint of rum, stockings, shoes, shirts, clothing, all necessary household utensils, and also implements of agriculture, and five pounds in cash. On hearing this the people went in search of Peterquin to get the letter, and when they found him they imprisoned him in the cellar of the block-house. When this came to the ear of Colonel Sutherland, he went with Mr. Zoubertuhler, Mr. Strasburg, and Major Rudolf, and released Peterquin, but he was rescued from them by the mob and again confined in the block-house, under a guard of ten men within the building, and a number outside. Here he was detained

until Sunday, when he endeavored to effect his escape, but having been discovered by the guard, he was removed from the cellar into the body of the block-house, bound hand and foot, and threatened, if he did not produce the letter. On Sunday morning he declared that Mr. Zouberbuhler had received the letter from him. In consequence of this the inhabitants were required to assemble on the parade at nine o'clock, to take measures for getting the letter from Mr. Zouberbuhler, or to imprison him, too. Then the people deliberated the whole day, and sent hourly messengers to the Colonel for the letter or Mr. Zouberbuhler, and this state of things continued during several days. Mr. Zouberbuhler retired for protection to the west block-house, which was on Gallow's hill, and called the Star Fort, from the shape of the fence by which it was enclosed. There was a variety of opinions and a great uproar, some desiring one thing and some another. They wished to force the soldiers to compel Mr. Zouberbuhler and the Frenchman to appear on the parade, and undergo a public examination. At the same time it was reported to the Colonel that the Indians were near the town, and, in consequence, he took the precaution of providing the storehouse with large guns. But messengers from the inhabitants immediately repaired to him and demanded to know whether he would remove the guns again or not. In fine, it is evident that they have taken the command in their own hands.

"On Wednesday, the nineteenth of this month, Peterquin was examined by the Colonel, and declared that he had given the letter to Zouberbuhler, and the time and circumstances of the delivery, and professed that he had nothing against the Colonel, but entertained for him all due honor and respect. The people were somewhat pacified when Peterquin made this declaration. All possible pains were taken by Colonel Monckton to ascertain the rights of this affair; and Peterquin made a disclosure of the whole transaction to the Colonel, by which it appeared that Mr. Hoffman showed a letter of a similar import, to that first mentioned, to Peterquin, on the parade, and told him that he had received it from a sailor, and that Hoffman

gave Peterquin directions how to proceed. In short, from Peterquin's declaration Hoffman was the instigator and cause of the whole mischief. The Colonel, hearing that Hoffman was at Harshman's house, sent an officer with a party of soldiers, who immediately arrested and carried him to the block-house. The following day he was brought before the Council, and from thence sent on shipboard under a guard of twelve men, commanded by Captain Trickett."

"John William Hoffman" (above referred to) "who had previously been a Justice of Peace at Halifax, was sent up on a charge of having been concerned in the mutiny, and was committed to jail, by Governor Lawrence, with strict orders that he should not be allowed to converse with, nor write to, anybody, nor even have the use of pen, ink or paper. An indictment was preferred against him for high treason, but there being only one witness, the Grand Jury rejected the bill. He was then indicted for high crimes and misdemeanors, found guilty of some of the charges, and sentenced to fine and two years' imprisonment, which he served on George's Island, Halifax. Governor Lawrence described him as a mischievous fellow, and declared that the immediate consequences of his liberty would be the destruction of the peace and harmony which prevailed at Lunenburg, and wished that the colony was well rid of him."

An account of this transaction, in Murdoch's "History of Nova Scotia," p. 220 (1753), gives the following additional particulars :

"Lieut.-Colonel Sutherland sent Lieutenant Adams to Halifax, with a letter to President Lawrence, to inform him of his situation. Adams arrived on the evening of Monday, the 17th December. Lawrence applied at once to Mr. Henry Baker, Commander of H. M. sloop *Wasp*, for twenty of his seamen, as he intended to send the two sloops belonging to the Government to Lunenburg immediately ; and on Tuesday he collected the Council at his house, Messrs. Green, Steele, Collier, Cotterel, and Monckton being present ; and the letter being read and Lieutenant Adams examined, it was decided to send two hundred regular troops to

Lunenburg, whom Colonel Monckton volunteered to command. The Council advised that the inhabitants there should be disarmed. Four vessels were at once sent to Lunenburg, with Monckton's detachment. The vessels were got ready in a few hours, and sailed as soon as the wind would permit. The garrison of Halifax was thus reduced to three hundred men, and Lawrence had two militia guards mounted every night in addition. The soldiers arrived in safety, and the militia block-house was abandoned to them on Monckton's demand. In two or three days he succeeded in disarming the people peaceably. Monckton stated that he observed a strong disposition in them to throw off all subjection to any government, and to affect the same kind of independency that the French inhabitants have done. They had always insisted that the Indians would distinguish them from the English, and never interrupt them, which notion he believed had been privately propagated among them by the French emissaries. There was no proof, however, that the French had instigated them in this mutiny. Monckton advised that as the people there were so generally implicated, the better course would be to grant a general forgiveness. Lawrence, however, desired to punish the ringleaders, and it will be seen hereafter that one prominent actor was tried and sentenced."

By the 15th of January, 1754, the disturbances at Lunenburg had subsided, and Monckton, leaving one officer and forty men there to take charge of the block-house, returned to Halifax with the rest of his detachment, leaving the people perfectly quiet.

LUNENBURG COMMON.

" Articles about the commons, made for the year 1754 :

" The great or horn cattle shall go by turns, one time to the west, and the other time at the east side.

" The small cattle shall go from the town pickets to the first garden lots northward of the town, but not higher than the back of the town.

" It is proposed and found very necessary to have forthwith hired, a herdsman, one for the horn cattle, and another for the

small cattle, and the inhabitants are to agree with the said herdsmen for the payment, and to bind them to do their duty.

"It is proposed about the dogs, that a law should be made that such as have dogs going over the common shall keep them in a line, and everybody is to take care that no mischief may happen by the dogs.

"It is proposed that next year some proper expert person be chosen to visit the commons and see what number of cattle they are able to sustain."

In 1760, an Act was passed by the Legislature, reciting that the Governor had granted and set apart a tract of land lying in the peninsula of Lunenburg, to serve as a common for the inhabitants of said town, and requiring the Grand Jury at the Sessions in March (and annually in the same month), "to make regulations for the common," to be approved of by the Justices. On the 17th of April, 1761, a grant was signed by Governor Lawrence, giving to the inhabitants of Lunenburg two thousand acres near the town for a common, and registered on the 13th of August in the same year. A grant was also made on the 7th of February, 1785, of land to be held as a common.

In 1818, an Act was passed "in addition" to the Act of 1760, empowering the inhabitants, at their annual town meetings, to vote moneys for running, ascertaining and renewing the marks of the original boundary lines of the common as often as should be found requisite. The General Sessions of the Peace were, by the same Act, authorized to make regulations for gathering sea manure on the shores of the common or public lands. This Act was made perpetual by Chapter 7, of Acts of 1820-21.

An Act was passed in 1826, enabling the trustees of the common to make leases of parts of it for ten years; and in 1828, the term was extended to ninety-nine years. By enactment in 1862, power was given to the trustees to sell certain portions of the common, and to execute conveyances in fee simple.

Under this Act, John Creighton, William Metzler, William N. Zwicker, Henry S. Jost, John Young, James D. Eisenhauer, and Benjamin Berringer, were elected May, 20th, in the same

year, trustees for the improvement of the common near the town of Lunenburg.

On the 3rd of June, fifty-nine lots of 70 x 79 feet, were sold at prices from £2 15s. to £25 5s. The sales of the fifty-nine lots realized £474 18s.

In 1754 the Government, carrying out a suggestion previously made by the Lords of Trade and Plantations, sent to the inhabitants, "74 cows, 967 sheep, 114 pigs, and 164 goats, besides poultry." One cow and one sheep, or six sheep, one pig, and six goats, were allowed for two families. Sheep and pigs were divided between single men, according to their respective characters, the most deserving of whom received the largest share.

In an estimate "for the service of Nova Scotia for the year 1754," among other items appear the following:

"Lunenburg	£768	5	0."
"Church at Lunenburg.....	476	16	6½."

The following item is included in "sums disallowed":

"Stone jail at Lunenburg	£282	10	0."
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The people of Lunenburg, taken as a community, were then considered as having made some praiseworthy progress in improvement. Besides the erection of 319 houses and ten huts, much industry had been shown in the tillage of town and garden lots. One hundred German families went to settle on their farm lots in the country. Before the end of May, "barley, oats, turnips, potatoes, and flax had been planted: timber, staves, and hoops had been cut," and canoes and boats were afterwards built. The price of labor was not over "a shilling a day," and firewood was supplied to vessels at "two shillings a cord." At the end of the year five saw-mills had been erected on different streams, and grain crops are said to have been plentiful.

An aged inhabitant described to the writer the style of the houses built in early days. Some were constructed of round poles, and were about six feet in the post, and eighteen or twenty feet square outside. Others were of hewed timber,

about six inches through. The roofs of many were thatched. The doors and shutters were made of two-inch plank, when it could be had, and fastened with iron bolts. The oldest house, still standing in Lunenburg, was built in 1757. It was originally occupied by a German brewer named Kailer, who used it as a brew house. He may have been the man called Koehler in the list of grantees. The house, which has been added to, is the residence of Mr. John Robar. It is nine feet in the post, and the old part is about 26 x 14 feet. The walls in the lower rooms were only six feet in height. Six steps led to the rooms above, which were still lower. The doors were of plank, with massive iron hinges and bolts. Robar, on repairing the house, had new sills taken there, but the old ones were found to be so well preserved, that they were not removed. They were made of the best pine, free from sap. The walls were filled in with hewed timber, between the shingling and inside boarding. There was a well in one of the rooms over thirty feet in depth, in which, tradition says, money was placed in troublous times.

The writer was told by an aged resident of Chester, that some of the earliest settlers in different parts of the county built the chimneys of their log-houses of sticks, the spaces between being filled in with clay kneaded with straw. What would be called a brazier in our days, was constructed of hard beaten clay, about a foot or more in height, and slightly hollowed in the centre. In this were placed coals brought from the clay oven, in which the wood was burnt, to heat the room.

The supply of rations, except for the aged and infirm, was discontinued June 14th, 1754, and some of the people being very poor, their domestic comforts, already few, were thus rendered even less. Their aged descendants yet speak of this, and mention that sea shells were substituted for wooden spoons brought from Germany, many of which had been lost or injured, though specimens are still to be seen. Some were without light, and did not know how to obtain it, when one Herman told his neighbors to cut under the fin of the dog-fish (then caught in large quantities), and take out the liver, and the oil thus produced would supply them with light. This plan was eagerly

adopted, and proved successful. Tea, coffee and "sweetening" were luxuries to which many were strangers, while potato soup formed a chief article of diet. The men wore stockings, and breeches fastened with buckles at the knee, and round jackets, made of rough cloth, or homespun. Hats with small crowns and large rims, and wooden shoes completed the outer clothing. The hair was frequently plaited, and fastened behind with ribbon, a fashion described to the writer by persons who remembered it. The women wore petticoats of linen made from native flax, with gowns of calico or red baize. The head-dress was a calico cap or handkerchief, bonnets being unknown. Shoes or clogs, made of wood, and sometimes partly of leather, and ornamented with buckles, covered the feet, and were similar to those worn by peasants in the north of England, or the sabots of the French. In France, wooden shoes are made both by machinery and by hand. The best are made of maple. In the provinces many ladies possess a pair of the finer sabots, for wearing out in damp weather. These have monograms and other designs carved on the vamps, and they are kept on the foot by ornamental leather pieces over the insteps. When the shoes or clogs brought from Germany were no longer serviceable, they were replaced with new ones made by M. Jeanperin and others. Those used for festive occasions were described as having been very neat in appearance.

A writer in a British magazine states that wooden shoes are used in Germany, "in the plains and near the sea coast." He adds that birch is generally used, as it is "the toughest, most elastic and least liable to split. Farmers in remote districts often employ themselves and their men during the long winter evenings, in sawing, boring and scooping out wooden shoes for their households; in the same way as they chop up their firewood, make their ladders, and the wheels and axles of their wagons. The manufacture of proper wooden shoes is quite a separate trade. Makers of them abound in the villages of Lower Saxony. We recognize their small dwellings at once by the piled-up blocks of birch wood, and the heaps of shavings outside of them. The scooping out, the most important

part of the work, requires tools of peculiar form, which have been used in the remote villages on the moors and heaths of Germany since the earliest ages. One shoemaker can make four or five pairs of wooden shoes in a day, about the number which a peasant requires in the course of a year."

"Loose cotton" was purchased, and carded and spun at home, as "spun cotton" could not be otherwise obtained. It was customary for the women to divide their work, more than is done at present. In a small settlement, or amongst a lot of neighbors, some women would do the spinning, some the weaving, and others the knitting. Firewood was carried home by hand. Grain was frequently threshed, and rocks drawn from the land by night, after the day had been spent in hard work.

The first style of vehicle used for conveying wood and other articles was made of native beech or birch, the wheels being sections of the trunks of trees, with holes bored to receive the wooden axles. As for a travelling conveyance, none was seen until about fifty years ago, when the late Rev. Thomas Shreve drove the first gig, the first four-wheeled carriage having been imported by the late Dr. Bolman. Previous to this the ladies were more accustomed to horseback exercise than those of the present day. They frequently rode many miles on a pillion behind their husbands. Those of the people who depended on water travel for their visits to Lunenburg, and were unable to afford the whole expense of a boat, joined with their neighbors in their efforts to build one for their common use. To remedy the want felt by some of those who were not thus provided for, a ferry was established between "South" and Lunenburg by one Kolp. The distance was about three miles, and the fare charged, four pennies for going and returning. It is related of Kolp that on one occasion he had to regret the loss of his red cap, which was sent into the harbor by the wind of a cannon ball, which passed unpleasantly close to his head.

Many of the original settlers had a superstitious belief in omens, charms and witchcraft. It is not to be wondered at, however, when it is remembered that the same notions pre-

vailed in Germany. Hauber says that 157 persons were burnt at Wurtzburg, in two years, as witches, some of whom were vicars of cathedrals, and others sons of senators and noblemen, and as late as 1749, only four years previous to the settlement of Lunenburg, Maria Renata was executed at the same place for the like offence.

The Germans were not the only persons among whom these superstitions were cherished. Some of the English military settlers also brought with them ideas of this description. The log hut of one contained sufficient crosses of witch hazel, as well as horse-shoes, to drive away as many witches as ever existed.

As the districts outside of the town became more thickly settled, footpaths, with stiles at the different fences, led from one house to another, and in truly primitive style all lived happily together. They were poor, honest, true-hearted, God-fearing, self-reliant, industrious people, and worthily represented the nations from which they emigrated. The simple habits and languages of their forefathers were long retained, and when the Rev. C. E. Cossmann came to the county, in 1835, he could distinguish by the different dialects, the places in Germany to which many of their ancestors belonged. We cannot understand the hardships and privations to which these early adventurers were subjected, nor can we sufficiently estimate their indomitable energy of character. They had to contend day by day with obstacles which, under less adverse circumstances, might have been deemed almost insurmountable, and were often obliged to go forth, carrying in one hand the axe to fell the forest, and in the other a suitable weapon of defence.

One of the curiosities of early times is a trunk made of heavy birch plank, 4 feet 9 inches long, 2 feet in height, 1 foot 9 inches in width, with a till 9 inches wide and 1 foot in depth, and having iron hinges of great strength and a massive German lock. It is said to have been the first shop in Lunenburg, and was kept by Mrs. Born, wife of Martin Born, in a log-house built by him, nearly opposite the site of the Presbyterian

church. This trunk was a depository for calicoes, ribbons, needles and other goods supplied by Mrs. Born's sisters, residing at Halifax. The German lassies of those days went, we may believe, with as much pleasure to purchase from Mrs. Born, as our modern belles now take in their visits to the more attractive establishments of the present day; and we can imagine with what satisfaction that good old lady put aside what she daily received, as an addition to her accumulating treasure in that "deep till."

CHAPTER III.

Town Plot—Allotments and Registry of Land—First Deeds—Letters, Petitions, Orders and Official Returns—Boundaries for Township—Jessen Expedition—Boundaries of County—Townships established—Bounties—Settlers and Stock—First Civil List—Governor's Praise of Germans—Inhabitants, Stock and Crops—Governor's Letter to Earl of Dartmouth—Inventory of Property of C. B. Zouerbuhler.

THE town plot of Lunenburg was laid out, according to a plan approved of at Halifax by Governor Peregrine T. Hopson, in six divisions, namely: Zouerbuhler's, Creighton's, Morreau's, Rudolf's, Straesburgher's, and Steinfort's divisions, named after the officers in command. Each division contained eight blocks, and each block was divided into fourteen town lots of 60 x 40 feet.

The principal streets were named Cornwallis, Duke, King, Prince, Hopson, Lawrence (the continuation of which takes in "Kissing Bridge"), York, Fox, Townsend, Cumberland, Lincoln, Pelham, and Montagu.

Mrs. Kaulbach, who died at the age of 102, told the writer that she could remember when there were only two streets in the town.

Each settler was allowed a town lot, a garden lot, a three-hundred-acre lot, and a thirty-acre lot. Over five hundred lots were drawn, and registered in a list marked "examined and approved," and signed by Patk. Sutherland. Each man was required to enclose his town lot, and erect suitable buildings without delay. Cards were used for drawing the lots, some of which have been produced in court as evidence, in part, of title. One was received in the case of Boutilier *et al. vs.* Knock, tried before Young, C.J., at Lunenburg, October, 1865. It was alleged to have been drawn by Jacques Boutilier in 1767.

Doubts having arisen as to whether the registry of lots of

land imported a conveyance in fee simple (having been granted merely as lots, without any formal conveyance under the seal of the Province), an Act was passed in 1760, 34 Geo. II., cap. 81, reciting the doubts above named, and declaring "that all and every person having a right to claim by virtue of such registry, shall be entitled to a full and absolute estate in fee simple, in the lands so registered."

The first deed executed at Lunenburg, was dated December 3rd, 1753, and was made by Henrich Kolbach to Wendel Wust. The consideration money was £1, and Wust became entitled to the grantor's right and claim to garden lot No. 11, in 4th division, letter E; measuring 70 feet in front, and 165 in depth. The witnesses were Sophia Wust and Benjamin Bridge.

In 1752, the name "Wenel Wust" was entered in the list of persons employed in His Majesty's works in and around Halifax.

The first conveyance of land from one of the settlers, recorded at Lunenburg, was a deed dated November 16th, 1759, from Johan Casper Hoffman to Johannes Haas, of two house lots in Zouberbuhler's division, for the sum of fifteen pounds ten shillings. The witnesses were Gotlieb Kochler and Andreas Spannagel. The document was registered on the 20th of the same month.

Among the earliest documents is the last will and testament of Hans Adam Eisenhauer, which is in the writer's possession. It bears date March 26th, 1757, less than four years after the settlement of Lunenburg. One of the three witnesses was "Joseph Howe."

The following letters were sent to the commanding officer at Lunenburg:

"SECRETARY'S OFFICE, March 18th, 1754.

" . . . Captain Floyer desires me to acquaint you that he has given a pass to three Frenchmen to go to Lunenburg, under a pretence of hunting: but he has reason to suspect they are employed by Le Loutre to entice away the Germans, and therefore thought this intimation might be useful to you.

"(Signed) WM. COTTERELL.

"COL. SUTHERLAND."

Paul Boutin, Julian Bourneuf, Charles Boutin, Francois Lucas, Sebastian Bourneuf, Joseph Gedri, Pierre Gedri, Pierre Erio, and Claude Erot, with their families, in all twenty-five persons, having been brought from Cape Breton to Halifax, took the oath of allegiance and came to Lunenburg in the autumn of this year.

“SECRETARY’S OFFICE, August 24th, 1754.

“DEAR SIR,— . . . The bearers hereof, being in all twenty-five persons, are just arrived here from Louisbourg, from whence they made their escape to avoid starving. Some of them were formerly inhabitants of this country and are nearly related to old Labrador; they have all taken the oaths; the Colonel desires you would treat them kindly, order them to be victualled, to have tools given them, and land laid out for them where you shall see most convenient.

“I am, Dear Sir,

“Yours, etc.,

“TO COL. SUTHERLAND,

“WM. COTTERELL.

“Commanding at Lunenburg.”

The following appears in a document headed, “Remarks relative to the Return of the Forces in Nova Scotia, March 30th, 1755,” mentioning the several posts occupied :

“Lunenburg is the place where the Palatine settlers have been set down. It is situated upon a neck of land which forms a peninsula, having the harbor of Mirleguish on the south-west and a branch of Mahone Bay on the north-east, distant from Halifax by water about sixteen leagues—we have as yet no communication open with it by land. There is great necessity for the troops at that place, both to protect the settlers, and to awe those of them that are of a turbulent disposition.”

In the same year a petition was sent from Lunenburg to Governor Lawrence, for a further supply of provisions, and praying him not to punish “the good and industrious with the seditious and idle.”

In a letter from Governor Shirley to Governor Lawrence, dated Boston, March 13th, 1756, he writes : “As to the settlement of Germans at Lunenburg, if the end of posting the 152 men there, which I find by your return of the cantonment of

the troops are placed there at present, is to be a guard upon the inhabitants of that town, the Province had better be without the settlement, unless an equal number at least of settlers, whose fidelity to His Majesty's government may be depended on, can be soon introduced among them; otherwise the more that settlement increases, the more dangerous and burthensome it will grow to the Province: and this instance seems to show the risque of making entire settlements of foreigners of any kind in so new a government as Nova Scotia, without a due mixture of natural-born subjects among them."

Murdoch writes, that although the conduct of some of the people may have been rash, still unacquainted, as most of them were, with the language or laws of our nation, allowance should be made for the errors they were led into. He refers to the general industry and uprightness the people had always evinced.

GENERAL ORDER.

"By Col. Patrick Sutherland, Esq., Commanding Officer of His Majesty's Troops in the Township and Garrison of Lunenburg:

"Whereas, the number of troops under my command are not sufficient to defend the frontiers of this settlement, I have thought proper that two officers of the militia, with twenty men, should be ready on the parade, Monday morning at eight o'clock, in order to march to the Mush-a-Mush block-house, to remain there one week, and then be relieved by another detachment, and thus to continue till His Excellency's farther orders.

"And in consideration of most of the inhabitants' circumstances, I have, without the governor's instructions, ordered every man for this time a full allowance of provisions for one week, over and above what is allowed for himself and family, and everyone is hereby warned to provide haversacks to carry their provisions with them. And in case anyone named is absent, or refuses to appear, the same shall be prosecuted with the utmost rigor of the law. This detachment shall be chosen out of those who dwell in the town, and those whose habitations are nearest the block-house, and I shall augment, or lessen the number, both with regard to the apparent danger and the

necessity of the season for cultivating the land, and order it from time to time; and in order for signals to the disappointment of our enemies; and, after this manner, I hope when the guard is appointed, the people will be more easy in their minds, and when the orders are made known to them everyone will know his turn for guard, and manage his affairs so that it may be little or no detriment to him. I recommend to those who go upon guard, particularly that dwell in the country, that their families retire in the night time to such houses where most people are assembled.

"And whereas, the intent of the last signals was not rightly understood, I find it necessary to acquaint the inhabitants, that on firing two guns in Mush-mush, or in the town, in one minute, that the town inhabitants directly appear with their officers on the parade, to attend and wait my orders; and those men at the Mush-mush block-house, to receive orders from the commanding officer there; but those who are distant both from town and block-house, shall, among their own habitations, meet together and remain on their defence till the cause of the alarm be made known to them, and to hinder false alarms, no one shall dare to fire a piece in this settlement, unless upon the enemy.

"Lunenburg, May 15th, 1756."

"On July 30th, 1756, Captain John Steignfort, with fifty armed men, went from Lunenburg to the Basin of Minas, and drove away 120 head of horned cattle and a number of horses, being part of the confiscated property of the French Acadians. The party returned to Lunenburg, September 3rd, with sixty oxen and cows, the rest having perished on the way—all the horses included."

This was truly a hazardous journey, made through an enemy's country; an enemy who, though uncivilized, was not wholly ignorant of some of those resources by which successful generals have been largely aided on modern fields of warfare. The cattle were 'drawn for in the jail-yard, in the presence of the commanding officer and other gentlemen useful thereto.' The above enterprise is referred to by Grace Dean McLeod, in "The Cow-bells of Grand Pre."

Captain Steignfort came to Halifax in 1749, and with the settlers to Lunenburg, in 1753. He had been a lieutenant in the *Salamander*, and was appointed a captain in the militia.

In 1756, Government authorized the building of a block-house at La Have River, and another half way between that and Mushamush (now Mahone Bay). A private one had been erected at the latter place by Ephraim Cooke. Rations were granted for such of the Germans as would occupy these buildings.

On the 3rd of January, 1757, it was decreed by the Governor and Council that until the Province was divided into counties, twelve members of Assembly should be elected for the Province at large, and ten for the townships, that of Lunenburg to have two; and it was resolved that the last-named township should "comprehend all the lands lying between La Have River and the easternmost head of Mahone Bay, with all the islands within said bay, and all the islands within Mirliguash Bay, and those islands lying to the southward of the above limits."

EXTRACTS FROM THE MINUTES OF H. M. COUNCIL
AT HALIFAX.

"February 19th, 1757.—Appeared before the Council a number of the German inhabitants of Lunenburg, who proposed to undertake to cut the intended road from Lunenburg to Halifax, and who had marched hither by land in order to view the country through which the said road is proposed to be cut.

"They were informed that they were to make the road a rod wide, and were offered to be paid at the rate of six pounds per mile, which they would by no means accept of, but, on the contrary, insisted on so exorbitant a price that no agreement could possibly be made with them.

"Wherefore the Council did advise that the Lieutenant-Governor should write to Colonel Sutherland at Lunenburg, and direct him to endeavor to agree with those men, or any other of the said Germans, for the cutting of the road at the said rate of six pounds per mile, which the Council did esteem a very handsome recompense for their labor."

"May 20th, 1757.—Mr. Pernette appeared before the Council, and undertook the work. The road was to be ten feet wide. The Government was to provide a guard for the workmen,

who were also to have their arms with them. The price was to be six pounds per mile. The contractor was given an advance of fifty pounds, and he was to be paid afterwards as each ten miles was cut."

In 1757, the Lunenburg settlers were compelled to do "much militia duty, which, added to a dry and hot season, causing scanty crops, left them still dependent on Government for provisions." Governor Lawrence commended their industry in high terms.

"A return of the settlers at Lunenburg, with the alterations from the 28th of May, 1753, being the time of embarkations to the 22nd of January, 1758:

Original number.....	1,453
Dead.....	152
Discharged.....	854
Deserted.....	19
Born.....	440
Entered and re-entered	506
<hr/>	
Total number	2,399
Remaining at Lunenburg	1,374

(Signed) D. CHRISTOPHER JESSEN."

In 1758, the people of Lunenburg were much alarmed by the movements of Indians, and requested "aid from Government to put up a block-house between every ten families by furnishing them with boards and nails," which request was granted on the 22nd of April.

The industry of the settlers had been much interrupted by the Indians, and some of them had been killed, and others taken prisoners.

It was ordered at a meeting of Council on the 20th of May, that 50,000 pounds of pork, 14,000 pounds of beef, and 136,000 pounds of flour, should be purchased for their use, and that rations of flour should be furnished until July, 1759.

On the same day it was resolved that sixteen members of Assembly should be elected for the Province at large, with four for the township of Halifax, and two for the township of Lunenburg.

In the same month, Captain Fesch, 3rd Battalion Royals, was sent with a detachment to Lunenburg, to relieve Captain Sutherland and the troops there.

COPY, VERBATIM ET LITERATIM, OF AN OLD JOURNAL.

"A Journal book kept gan hounting after the Indians, September 8th, 1758, under the command of Capt. Christopher Jessen and Lieut. Campbell, of the Regular Troops :

"1758. Sept. 8th.—This morning a party of twenty-three men, regular troops, and one Lieut. Campbell, and one captain-lieutenant, four lieutenants, six sergeants, eight corporals and sixty-one private men of the militia, being in the whole one hundred and four, under the command of the officers, Lieut. Campbell, of the regulars, and Capt. D. Christopher Jessen, of the militia, went away in the morning at six o'clock to La Have block-house, close to the road, and came there at about ten o'clock and a half. Cut about four miles from the block-house. Close to the road we found two soldiers scalped, and bare naked, except one coat lying upon them—they were going to town for provisions, and about seven of the clock in the morning they, hearing two guns firing off, and this finder poor fellows where scalped. From the block-house we stood W. by N. About ten miles from the block-house we encamped. Nothing extraordinary. About five o'clock we found the place where the Indians had rested themselves about two hours.

"9th.—We steered away from hence N.-E. about five miles, then made a halt to breakfast, but in the morning made some tracks of the Indians, and the different divisions were ordered to be ready to. At ten o'clock we steered E. N.-E., and about eleven o'clock we found a place where the Indians had encamped, but could discover nothing. A little after five o'clock we came to encampment. Nothing extraordinary, except we found the place on the La Have River where the Indians got over, and the road was to be seen at the other side.

"10th.—At six o'clock we went away from our encampment, steered E. S.-E., and about eight o'clock we came down to

Mush-mush River, eight miles from the block-house, and from thence we went down by the river and arrived at eleven o'clock at the block-house at Mush-mush, and about two o'clock we went to Baker's in Oakland, and was rainy weather, but met nothing extraordinary.

"11th.—From the 10th in the afternoon to the 11th day, rainy weather. Encamped by Baker's till about twelve o'clock, when, clearing up, went to Mush-mush, and from thence to N.-W. Range block-house, where we got intelligence from Pierre Jean, who sent his son last Friday to No. 24 L. B. between eight and ten o'clock, and in coming back he was carried off by the Indians, being ten years old. From the block-house we stood S.-W. for about three miles, then stood S. S.-E., where we encamped. Nothing extraordinary.

"12th.—About eight o'clock went from our encampment and steered E. S.-E. about six miles, and from thence stood W. S.-W. about five miles, where we encamped between La Have and Centre, about five miles from the block-house, . . . for guard before we came to Centre, at the back of N. W. Range, we found a ladder of four steps high. Nothing extraordinary.

"13th.—From our encampment between or at the back of Centre and La Have, and stood through the woods to the La Have settlement. Came there about four o'clock. Nothing extraordinary.

"14th.—From La Have we marched to the head of Rose Bay to old Meyer, and from hence to Old Miller, . . . and encamped behind F. Heyberger's lot, but nothing extraordinary.

"15th.—We went away from our encampment about six o'clock in the morning, and about twelve o'clock arrived at town, in Lunenburg, and dismissed our men, and gave them thanks for their good services."

Among those who went on the above expedition were: Captain D. C. Jessen, Lieutenant J. Donig, Captain H. Meixner, Daniel Hiltz, Mathias Fener, Mathias Langille, George Boutilier, Frederick Emonaud, Michael Morash, Heinrich Ernst, Frederick Arenberg, Frederick Rhuland, George Tanner, Henrich Oxner,

Leonard Hartlin, Jacob Moser, Andreas Young, and Henry Feder.

The watch, in solid gold case, carried by Captain Jessen on the above expedition, is in possession of Mr. James Jessen Rudolf. It was made by Thos. Bray, London. Lost for forty years, it was found by Mr. John M. Watson and his sister, in the house commonly known as "the old barracks."

December.—Indians still infested and harassed the promising settlement of Lunenburg, and Governor Lawrence wrote to the Lords of Trade, that they "had just destroyed a whole family remarkable for their industry, and that in so bloody and barbarous a manner as to terrify and drive three parts of the people from their country lots into the town for protection."

In La Have block-house, May 13th, 1759:

2 loaded swivels.	31½ pounds of powder.	1 grindstone.
20 cartridges.	1 powder horn.	1 bucket.
10 balls.	3 axes.	1 lamp.
12 packs of small balls.	1 spade.	1 horn glass.
258 small balls.	1 pot.	1 spear.
Bed and blankets.		

"A return of the births and cradles in the different barracks at Lunenburg, May 23rd, 1759:

In the Fort barracks.....	13	births,	12	cradles.
In the block-house	8	"	3	"
In Fort Sutherland block-house	10	"	1	"
In the Royal barracks.....	33	"	0	"
In the Parade barracks	20	"	5	"
In the hospital.....	14	"	5	"
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Total	98		26	"

On August 17th, 1759, the Province was divided into five counties, of which Lunenburg was one, and its boundaries were thus defined: "Beginning at a brook at the bottom of Mahone Bay, and on the easterly head thereof, and thence to run northerly till it meets the lake called Long Lake, and to be bounded easterly by the said lake, and north-westerly by the County of Annapolis, and King's county, south-westerly by the

River Rosignol, and Port Senior, and south-easterly by the sea-shore to the first limits, comprising all the islands southward of the same." Three townships were afterwards established in the county: Lunenburg, Shoreham (now called Chester), and New Dublin.

In a letter from Governor Lawrence to the Lords of Trade, dated Halifax, September 20th, 1759, referring to the incursions of "the Indians and scattered neutrals," he writes: "Your lordships will perceive from such strokes as these" (taking of vessels) "how enterprising these people must be, and how difficult the poor settlers at Lunenburg must find it to keep their ground and maintain themselves on their farm lots, scattered as they are in a circle of little less than forty miles."

A petition "from German settlers at Lunenburg for a minister, German or English, and for an English school-master," was received in the House of Assembly, December 27th, 1759.

Peace was made with the Indians at Halifax, in March, 1760 (Paul Laurent, chief of La Hève, being one of the contracting parties), and then began to dawn that happy period when, with only occasional interruptions, every man could sit under "his own vine and fig tree," and when, instead of the wild whoop of the Indian, his ears became accustomed to sweeter sounds—the cheerful voices of his wife and children calling him from toil to the rest and quiet of his home. Additional acres were cultivated, mills erected, and shallops built to carry produce to market. President Belcher, writing to the Board of Trade, in December of the same year, states: "I must not omit to mention to your lordships that the settlement of Lunenburg is in a very thriving condition, and that none are in want there, except the sickly and infirm;" and Andreas Young, in a letter to his relatives in Germany, about the same time, informed them that provisions were plenty, and that all he and his people then wanted was an evangelical Lutheran minister.

In March, 1760, the following bounties were given in the township of Lunenburg:

Good hay raised on cleared upland—for one year	2s. per cwt.
Hay cut and made within four years	1s. "
Oats, each bushel raised in two years	2d.

" November 20th, 1760.

" A return of the number of inhabitants, and stock of cattle, within the settlement of Lunenburg, in the Province of Nova Scotia, with an account of its progress from the year 1753 to the present time :

Number of men	350
" " women and children	1,114
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Total	1,464
Number of cattle—milch cows	600

" 1753.—Inhabitants employed in building on and enclosing their town lots, it being deemed expedient to settle them in a compact manner, to prevent any attempt that might be made on them by the Indians.

" 1754.—Employed in cultivating and enclosing their garden lots.

" 1755.—Employed on their farms, in erecting houses, and clearing land.

" 1756.—Little progress could be made as some of the inhabitants were killed, and others carried off by the Indians.

" 1757.—More of the inhabitants were killed and taken prisoners, by which many were too much exposed, and others apprehensive of danger. The people much discouraged, and in great distress.

" 1758.—The settlement much disturbed, many being killed. Yet notwithstanding the people exerted themselves, and were extremely vigilant of the approach of the enemy, and by assembling many families together in stockaded houses, the timorous were encouraged to abide on their lands, and much grain was raised.

" 1759.—No disturbance from the Indians,—a prodigious quantity of grain was raised, almost equal to their bread, and a sufficiency of roots to supply the fleet, the army and the inhabitants of Halifax.

" 1760.—A peace being established with the Indians, a vast progress is made in agriculture, and a great increase of cattle,

by means of which they are in a capacity of subsisting themselves, excepting such as are afflicted with sickness and infirmity of age."

March 11th.

Court of Special Session being opened in the usual form. Present, Seb. Zouberbuhler, Leonard Christian Rudolf, Esquires. A number of inhabitants having produced certificates of their having taken the holy sacrament and desiring to be qualified (by taking the oath of allegiance, etc.) they were accordingly sworn, as by law, required.

The court then adjourned to eight o'clock next morning.

LUNENBURG, March 12th, 1761.

Present, S. Zouberbuhler, Leonard Christian Rudolf, Esquires. After the Court having qualified some present that offered themselves for that purpose, it was adjourned without day.

In a letter, dated New York, April, 15th, 1761, Governor Amherst thanked President Belcher for the directions he had given for the immediate hire of transports to proceed to Lunenburg for receiving the troops of Montgomery's regiment, that were posted in that part of the Province.

On the 6th of June, 1761, fifty pounds was voted to Leonard Christopher Rudolf, Esq., for his services as a Magistrate at Lunenburg.

On the 9th of November, 1761, a treaty of peace was signed with Francis Mius, then chief of the tribe of Indians at La Hève. In the following year a sloop was ordered to Lunenburg for its protection, in consequence of "the insolence of the Indians." There is no doubt that the causes of disturbance between the Indians and settlers sometimes originated with the latter. In this same year we find that thirty La Hève Indians had assembled at Lunenburg, with others from Cape Sable, to meet M. Maillard; and that one of the inhabitants "stole a keg of rum out of a canoe," and was ill-used by the Indians in consequence.

Owing to information that the French had landed a body of troops at the "Bay of Bulls," in Newfoundland, a council-of-

war was held at the Governor's house in Halifax, on Saturday, July 10th, 1762. The council, fearing "that the enemy might make some attempts on this town and harbor," agreed to several resolutions, one of which was:

"That the militia of Halifax be forthwith arrayed; and that Major Sutherland be required to make a detachment of two hundred men from the militia of Lunenburg, and to march them to Halifax, as soon as possible, or bring them by water as shall seem to him most convenient."

A remonstrance was forwarded from Lunenburg, and on account of the insolence of the Indians there, the above order was countermanded; and one sloop being deemed sufficient to protect the boom at the North-West Arm, Halifax, the other was ordered to Lunenburg, to protect the settlement.

The following is a copy of an account, endorsed:

No. 1—First original civil list, June 30th, 1764.

The Government, Dr.

To the following persons:

To Adolph Wiederholt, quarter salary—				
91 days, at 1s 6d per day	£6	16	6	} Ad. Wiederholt.
To Gottlob Newman, quarter salary—				
Shoal master, 91 days, at 1s per day	4	11	0	} G. Newman.
To ditto, quarter house rent	1	5	0	
To Maria Moser, midwife, quarter salary.	3	15	0	Maria Moser.
To Maria Tatteray, midwife, quarter salary	1	5	0	Maria ^{her} × Tatteray.
				mark.
	£17	12	6	

A petition had been sent to Government for the appointment of midwives.

The Lieutenant-Governor, writing to the Lords Commissioners of Trade and Plantations, April 30th, 1765, refers to the Germans as a frugal, laborious, and industrious people, who will not only improve and enrich their property, but pertinaciously defend it.

The following information is given in a general return (signed by Michael Franklin, Lieutenant-Governor) of the several townships in the Province of Nova Scotia, January 1st, 1767:

LUNENBURG.

340 Men.	9 Irish.	6 Saw-mills.
416 Boys.	25 Americans.	6 Fishing boats.
1 Negro man.	1417 Germans and other	6 Schooners & sloops.
294 Women.	foreigners.	158 Bushels wheat
416 Girls.	44 Horses.	3486 Bushels rye.
1 Negro woman.	218 Oxen and bulls.	683 Bushels pease.
1468 Persons in the	610 Cows.	5315 Bushels barley.
township.	527 Young neat cattle.	2990 Bushels oats.
1464 Protestants.	224 Sheep.	86 Bushels flax seed.
4 Roman Catholics.	16 Goats.	3 Hundreds hemp.
13 English.	443 Swine.	23 Hundreds Flax.
4 Scotch.	3 Grist-mills.	400,000 Feet boards.

Alteration of inhabitants since last year :

Born	Males, 33	Females, 37	Total, 70
Died	" 2	" 3	" 5
Arrived	" 2	" 2	" 4
Left the Province.....	None		

The following letter, besides its local interest, is of value as affording an example of the delay consequent upon doing business through the authorities in England, and of the desire there was, even in those early days, to get hold of, and keep tied up, immense tracts of Crown land.

Letter of Governor Francis Legge to the Earl of Dartmouth, Secretary of State :

" HALIFAX, Sept. 28th, 1774.

" MY LORD,—His Majesty's order-in-council to the Governor of this province, for granting 5,000 acres of land to Mr. Sebastian Zouerbuhler, has been lately presented to me. It is dated the 17th of February, 1766, and had not been presented to the late Governor.

" Mr. Zouerbuhler died a year and a half ago, and left all his estate, real and personal, to his daughter. She died within these few months, and by will left her possessions to Mr. Franklin and Mr. Pernette, who were appointed by Mr. Zouerbuhler his executors, and who, finding this order among the papers of the deceased, have applied that they may be intitled to the benefit. No mention is made in the will of this order.

" I beg leave to observe to your Lordship that the late Mr.

Zouerbuhler obtained a grant of 20,000 acres the year before this mandamus, in 1765, with the rest of the Council, and then memorialized the Board of Trade for a confirmation, with other members of the Council. Their obtaining these grants was disapproved of, but they were allowed to take up 5,000 each, on mandamus, which each of the councillors received; whereupon Mr. Belcher and Mr. Morris reconveyed their 20,000 acres back to the Crown, and have taken their 5,000 acres agreeable to their mandamus. But Mr. Zouerbuhler, in his lifetime, conveyed his 20,000 acres to James Boutineau Franklin, as it stands on record, which I suppose is the true reason for his not applying for this in his lifetime."

Some of the property referred to in the foregoing letter is included in a very lengthy "inventory of the late Catherine Barbara Zouerbuhler's effects, found November 5th, 1773," and of which the following forms part. It is interesting as showing old-time prices, and the use of articles not in much demand at the present day.

MONEY—

In a canvas bag, silver	£1 19 4½
In a green purse in said bag, gold	16 12 10
In another green purse, among her trinkets, gold	4 10 0

PLATE—

	OZ.	DWT.	GR.	£23	2	2½
Silver coffee pot	42	14	0	16	7	4
Handle .....	..	..	..	0	2	6
2 silver pint cans .....	..	..	..	..	..	..
2 silver half-pint cans	42	7	0	15	4	6
2 silver salvers	14	3	0	5	5	10
1 silver punch ladle	2	4	18	0	14	4
1 silver soup ladle	6	4	0	1	15	8
Fashion .....	..	..	..	0	15	6
1 silver soup spoon	7	10	0	2	5	0
F. 8	18	18	12	5	13	6
12 silver table spoons, P. 4	9	10	12	2	17	1
12 silver table spoons, new fashion, F. P.	8	18	11	6	9	10
.....	4	19	16	3	8	7
12 silver tea spoons, F. 8	3	3	12	0	19	0
1 pair silver tea tongs, P. 4	2	14	0	0	16	2
	177	9	13	£62	14	10

JEWELS AND TRINKETS—

1 diamond ring in a case, left by will to Mrs. Franklin.			
1 gold watch, with a steel chain and white stone seal	£25	0	0
1 pair women's stone buckles	1	0	0
1 pair men's knee buckles	0	2	6
1 pair men's silver shoe buckles	0	10	0
1 pair women's silver shoe buckles	0	8	0
2 pairs black mourning shoe buckles, 1s., and 6d.	0	1	6
1 yellow knee buckle	0	0	1
2 stone brooches: gold, 20s.; silver, 4s.	1	4	0
1 pearl Marcasite hair-pin, in a case	0	10	0
1 garnet hair-pin	0	5	0
1 white stone hair-pin	0	2	6
1 pair white paste negligee ear-rings	0	10	0
Others in black drop, white stone, garnet, and white French bead.			
Necklaces in white stone, mock garnet, white French bead, and black bead.			
1 paper snuff-box.			
2 china snuff-boxes.			
1 Cornelian seal of arms.			
1 Indian bark box for dressing table, with nine inside boxes.			
Indian looking-glass, etc.			

CHAPTER IV.

Councillor Creighton—Bulkeley's Letter and Orders—Leave Asked to dig Coal in Cape Breton—First Court-house—Block-houses—Captures—Impressment—Invasion of Lunenburg—Grant of Township—Militia Officers named in German Almanac—Lieutenant Rudolf's Letter to Queen Victoria's father—Capture of Vessels—Amended County Line.

ON the 6th of May, 1775, John Creighton, Esq., was sworn in as a member of Council, under the king's mandamus, having been strongly recommended by Governor Legge, and subsequently John Newton, Esq., took the seat which had become vacant in the Assembly.

Light Infantry companies of two hundred men were directed in this year to be formed at Lunenburg. Hon. Mr. Goold was colonel of the militia there. He offered to take command in a mission to Argyle, to settle differences, and received the thanks of the Council.

(Circular.)

" SECRETARY'S OFFICE,
" HALIFAX, July 6th, 1775.

" GENTLEMEN,—I am to inform you that, in consequence of the rebellion now in New England, the Governor requires that you will be watchful and attentive to the behavior of the people in your county; and that you will apprehend any person or persons who shall be guilty of any opposition to the king's authority and government, and send them properly guarded to Halifax.

" I am, Gentlemen,

" Your most humble servant,

" RICHARD BULKELEY.

" The Justices of the Peace for
the County of Lunenburg."

In August two hundred Light Infantry were ordered to be in readiness at Lunenburg, to march to Halifax, and in September four companies, forming at Lunenburg, were ordered to

march immediately to town (probably to Halifax). Another record states: "Four hundred militia from Lunenburg, ordered to march for protection of Halifax."

In October, the Council and House of Assembly were petitioned that people of Lunenburg might be allowed to dig coal in Cape Breton.

The first court-house was built in this year.

In 1776, seventy men at Lunenburg volunteered to serve under Colonel Creighton, on a rumored invasion of the Province.

In June, 1779, the House of Assembly complained to the Governor that money had been paid without Act or vote of Parliament, and that it included hire of crew for schooner *Loyal Nova Scotia* to convoy Lunenburg vessels.

In the same month Colonel Creighton's request for block-house and guard, at Lunenburg, was sent by the Governor to the House of Assembly, and £50 was voted "out of the money to be borrowed for the defence of the sea coast," towards building the block-house.

It was ordered in 1780 that Lunenburg, and nine other districts, should furnish one-sixth part of their militia for three weeks' service on the public works at Halifax.

CAPTURES.

In 1780, the American brig *Sally*, from the French West Indies, bound to New England, laden with rum, sugar and molasses, came to anchor near Lunenburg harbor on the night of the 24th February. In the morning a boat went from the vessel to the shore, the crew of which were secured at a farm-house. As the boat did not return a gun was fired from the brig, and the American flag hoisted. She was attacked by two boats from the town, with twenty-one (officers and men) of the militia, who quickly made her their prize.

In 1781, several persons belonging to Lunenburg were pressed, at Halifax, into the Royal Navy. Their hands were "tied behind their backs; they were carried through the streets like malefactors, lodged in guard-houses, and carried prisoners on board ships of war." The Court of Quarter Sessions was then

sitting, and the Grand Jury, on the 8th of January, made a presentment, in which they stated how largely the town had been supplied with the necessaries of life by Lunenburg and Chester, and expressed their wish for some more satisfactory mode of impressment. The gentlemen of whom the jury was composed, were: William Meany, William Graham, Robert Killo, Peter McNab, John Boyd, William Mott, William Millett, jun., John Moore, William Carter, James Creighton, John Creighton, John Cleary, Richard Jacobs, and Charles Hill. On the 15th the justices in session concurred, requesting the Governor's interference; and on the 22nd Sir R. Hughes issued his proclamation, declaring that "impressing men for the king's service, without the permission of the civil authority, is contrary to, and an outrageous breach of, civil law," and calling upon all magistrates and other public officers "to resist all such attempts and bring offenders to justice."

On the 15th of March, 1782, a privateer sloop of six guns from Boston (Captain Potter) took the schooner *Two Sisters* off Green Island, and released her for £80 in money, 10 bushels of potatoes, 20 pounds weight of butter, and two barrels of flour.

INVASION OF LUNENBURG.

On the 30th day of June, 1782, Captain Weiderholt, who had just arrived at Lunenburg from Halifax, warned Leonard Schwartz and others, of the probable arrival of an enemy, and said: "The Yankees are coming to-morrow." Mr. Schwartz lived on what was afterwards called Myra's Island, a little over a mile from the town, and connected at low water with the mainland. Magdalena Schwartz, Leonard's wife, went out early to milk the cow. Hearing a noise, she looked up, and seeing the invaders, who had landed at the "Blue rocks," coming over the hill, she dropped the milk-pail and ran into the house with the alarming news. Mr. Schwartz started for Lunenburg, and, though fired at while passing Rous' brook, managed to reach town safely. The following is a copy of the statement sent to the Government at Halifax, by Leonard C. Rudolf, Esq.:

" Minutes of the Invasion and Surprise of the Town of Lunenburg, on Monday, July 1st, 1782.

"At the rising of the sun the town was alarmed by the firing of a number of small guns near the block-house and Mr. Creighton's. The case was, that Mr. Creighton's servant, having perceived a large company of armed men coming on the road from the commons, had acquainted his master thereof. The night guard being already gone off, Colonel Creighton, with only five men, got into the block-house, and at the approach of the enemy they fired at and wounded three men of the enemy.

"The rebels directly divided in several parties, two of which ran to our two batteries, spiked the guns, broke everything, turned the guns and balls down to the water. Some remained at Mr. Creighton's, spoilt and burned his house and effects. They took himself with the five men; and their vessels being now come round to the Point, they carried the colonel, with the others, prisoners on board their vessels. In the meantime other parties had overrun all the town, entered every house, seized all arms, which they either beat to pieces or kept, particularly the silver-hilted swords and regimentals, to themselves. When their vessels were in, which were in all six, viz., one brigantine, a large schooner, a row galley, a sloop and two small schooners, they landed more men with some small carriage guns, which they carried up and placed near the old fort, with a main guard to secure themselves against our countrypeople that might come in that way. Now they fell a-plundering the chief houses and the shops, which they cleared. The sufferers are chiefly: Mr. Creighton, his house robbed and burnt; Mr. Creighton, the store on the wharf cleared; Mr. Foster's store; Mr. Jessen's house spoiled and robbed; Knaut's heirs' stores robbed; Mr. Bohlman's store robbed; Mr. Woolenhaupt's stores; Mr. Donig's shop; John Christopher Rudolf's shop; Mr. Munich's and several other small shops.

"These are to my certain knowledge, but there are many more robberies and damage done whereof I am not yet informed. I am not able to value the whole loss, but think it will nearly

amount to——” (The sum is not named in the paper kept by Mr. Rudolf, but Haliburton states it to have been £12,000.)

“For town we are at present almost without arms, ammunition, provision and merchandise; besides, I hear they have carried off from some houses money—gold and silver.

“The surprise was so sudden that we had no alarm, except by the report of the firing at the block-house.

“When I saw that Colonel Creighton was carried off, I ventured to expose myself by going from house to house to see matters, and if anything could be done. I was also with Mr. De La Roche, to beg his advice, who afterwards ventured, with some principal inhabitants, to go on the vessel to try what he could do for Mr. Creighton, but without success.”

Murdoch thus refers to the enemy:

“On Monday, July 1st, 1782, they landed a force of ninety men (stated in one account to have been commanded by Captain Badcock, and in another to have been under Lieutenant George Bateman) at a place called Redhead, about two miles from the town of Lunenburg. . . . They landed some ship guns, and put them in position in the streets. They then plundered the little town of all they deemed worth taking, and threatened to burn it all down unless it were ransomed. Some of the townspeople, to avoid this, gave them a document for ransom of £1,000. Colonels Rudolf and Jessen exerted themselves to defend the place, but the men were, if all there, insufficient; and had chiefly left the town. . . . They also stripped the town of all kinds of provisions. There were in it, of regulars, a corporal and six soldiers. Of these they took the corporal and four men. Two had concealed themselves, and so escaped capture. They burned Mr. Creighton's house and a block-house, and sailed out of Lunenburg harbor on the same day, July 1st, five o'clock p.m. The town of Lunenburg, at this time, consisted of about forty or fifty dwelling-houses. The male population of men and lads—say, males from sixteen to sixty—were about sixty in number. Of these about twenty were constantly absent, trading to Halifax. Twenty more were useless for military purposes, including the three clergymen, clerks, school-

masters, the old, sick and lame, so that, according to a letter officially written at the time, the effective militia force of the town, officers and men, on the morning of the surprise, did not amount to twenty, and their officers, several of whom, as they came out of their houses singly, were disarmed by the enemy."

The inhabitants were in great consternation. While some were resorting to measures of defence, others were fleeing from before the enemy; and several were trying to make a safe deposit of their money and valuable goods. Colonel Creighton, Mathew Ernst, Ferdinand Miller, Frederick Blysteiner, and two others went into the block-house, to defend the same.

A message was sent to Major Joseph Pernette, La Have Ferry, who reached town in the evening with ninety or one hundred men; but owing to the lateness of the intelligence and bad roads, he was not in time to afford relief. Had he arrived a little earlier, there is no doubt he and his brave companions would have made the escape of the enemy rather a difficult matter.

Mr. Pernette wrote the following letter to Mr. Franklin at Halifax :

" LA HAVE, July 3rd, 1782.

"DEAR SIR,—I have the mortification to acquaint you with a melancholy affair that has happened at Lunenburg, the circumstances of which are as follows:

"Last Monday morning, about half an hour after sunrise, about ninety men who had been landed in the night by six rebel privateers at an uninhabited, woody place called the Red Heads came suddenly upon the town and surprised it. Colonel Creighton, whose house they wanted to surround first, made his escape, and with three men that remained of the guard (the rest having, unfortunately, left it at sunrise), shut himself up in the block-house, which he defended for some time, I suppose, in expectation that the country militia would assemble and come to the relief of the place, but the privateers who by this time had got into the harbor and landed more men—a strong detachment of them—with four field-pieces, took possession of the Block-house hill, which commands the whole neck of land that leads from the country to the town, so that the communication with the country being cut off, and the militia in town taken and disarmed, he was obliged to surrender. All this

having been effected without firing a single cannon, the people who lived at a distance from the town were not alarmed, and knew nothing of what had happened till it was handed from one neighbor to the other, and it was near twelve o'clock before the news of the disaster reached me. As soon as I heard of it I went down in a boat to the five houses, where I ordered the guns (say, two 12-pounders) to be fired, in order to alarm the militia in this harbor, and as soon as I had assembled twenty men, I marched with them, leaving orders for the rest to follow as fast as possible; and as I had in my way to the five houses received a message from Major Jessen, acquainting me that he had early in the morning escaped from the enemy just as they were breaking open his house, that he had since assembled a number of the country militia, and posted himself on a hill at the back of the town, I directed my march thither; but notwithstanding I made all possible despatch, it was past four o'clock before I could join him. Immediately on my arrival, I consulted with Major Jessen and some other officers in order to form a plan for the relief of the town; but whilst we were deliberating a message came out from our friends, acquainting us that the commander of the privateers had not only demanded a ransom for preserving the town, but had threatened that in case the militia made the least motion against them they would immediately set fire to it and burn every house in the place, that to prevent such a calamity they had actually begun a treaty with them, and begged that the militia would not, by an untimely attempt, prevent the negotiation; and immediately after another message came out to acquaint us that the inhabitants had agreed to pay a thousand pounds for the ransom of the town, and at the same time we saw the privateers under sail, going out, deeply loaded with plunder, they having before their departure nailed up the guns, taken away all the powder and burned the old block-house upon the hill. Indeed they have swept the town pretty well; all the shops, which were full of spring goods, are now empty, and few private houses escaped being plundered either of furniture, clothes or money, and amongst the last our friend Mr. Jessen has been a very great sufferer. They took away the greatest part of his best furniture, his plate and all his clothes, except what he had on his back, besides a good deal of his own and the public money. They were more severe upon him than anybody else, because he fired at them and defended his house till they had almost broke in upon him, and was obliged to make his escape through a back door. They broke

most all his windows by the shots which they fired and by endeavoring to get into the house, and he thinks the loss he has sustained will amount to near seven hundred pounds. In short, this has been a heavy blow, which falls all upon the inhabitants of the town: as to the countrypeople, they have lost nothing. I have not yet been able to learn what the whole loss will amount to; but from the different reports I think the amount of the plunder which privateers have carried off cannot be less than £8,000. By what I could learn, this armament—consisting of three schooners, one brig, one small sloop and a small row galley (the largest of the six being a topsail schooner of fourteen guns, some say sixteen)—was fitted out in Boston, on purpose to come and plunder Lunenburg. Before I conclude I must not forget to tell you the privateers have carried off Colonel Creighton, and two of the militia-men that were found in the block-house with him, and also that a lieutenant and four of the privateer's men were wounded. Two of the five were wounded by our militia whilst they and some more were attempting to plunder a house on the common, near the town, which prevented them going further.

“Being uncertain whether this will find you in Halifax, I have sent it open to Mr. Dight, for his perusal, desiring him to forward it by the first opportunity. Please to communicate this to Dr. Head, and tell him not to be uneasy about us, for we are all well and suffered no damage—that I had not time to write him by this opportunity, but shall do it by the next. Mine and Mrs. Pernette's respectful compliments wait on you, Mrs. Franklin and the young ladies.

“Believe me to be, dear sir,

“Your most obedient humble servant,

“JOSEPH PERNETTE.”

Sylvia, a colored servant of Colonel Creighton, carried cartridges in her apron from the house to the fort. She must have been busily employed, for she was part of the time engaged in protecting the Colonel's son. When the house was fired at, she covered him with her body. A number of valuable coins and a quantity of plate were put in a bag, which Sylvia placed in the well, and which was taken out when the enemy had retired.

Mr. Born was urged by his daughters, through pardonable fear, to deliver up his money, and it is said they were about

doing it for him, when he called out, "Don't give it up for your lives," and it was safely deposited in the garden. The house once occupied by Mr. Lewis Hirtle, as a hotel, was then the residence of D. C. Jessen, Esq.; and musket-balls were fired in the rear of it, making two holes in the partition boards, inside of the back door, one of which was seen by the writer.

Two men, of whom it is said George Boehner was one, started from the back harbor, in an open boat, on the morning of the enemy's arrival, reaching Halifax in the evening, and the next day a ship of war was off Lunenburg; but the privateers had disappeared. On the latter leaving Lunenburg, Christian Wambolt and others were forced to pilot them out of the harbor.

The House of Assembly, on November 22nd, 1783, voted "that there be paid to John Creighton, Esquire, Colonel of Militia, for the County of Lunenburg, for himself, a non-commissioned officer, and one private (who were made prisoners at Lunenburg and carried to New England, and who were afterwards set free), the sum of £106 19s. out of the arrears of the land tax due from the counties of Lunenburg, and Queen's county, when the same shall be paid into the treasury."

A gentleman who, in Boston, met Captain Stoddart, formerly of the *Scammell*, the leader of the privateer fleet already mentioned, stated, on his return to Halifax, that he had inquired particularly about the family of Colonel Creighton, and said that he had a "great regard for the old gentleman." Captain Stoddart, in the same year that he attacked Lunenburg, assisted in taking off the crew of H.M.S. *Blonde*, lost on the rocks off Seal Island.

After the departure of the invading force above named, the privateers continued to visit the coast and annoy the inhabitants; and Captain Bethell arrived at Lunenburg in the same year, with a detachment of troops, who took up their quarters in the windmill battery. Several armed vessels were also sent by Governor Hammond, for which he received the thanks of the Council, Assembly, and principal inhabitants of Lunenburg.

Peace having been made between England and America, the

inhabitants of Lunenburg were relieved of their anxiety. A marked advancement was made in material prosperity, and in 1791 there were in the township of Lunenburg "388 families, numbering 2,213 persons," many having removed to other districts.

It is recorded that a grant of the township of Lunenburg was agreed to August 18th, 1761. On June 30th, 1784, one was passed as follows:

To all to whom these presents shall come.

GREETING.—Whereas the settlement of the township of Lunenburg commenced in the year one thousand seven hundred and fifty-three, and was carried on progressively by laying out and locating plantations to the inhabitants as they advanced in cultivation and improvement, until the location of the whole was completed in the year one thousand seven hundred and sixty-five, at which time a grant of the said township, for and in behalf of the said inhabitants, passed the seal of this province, which grant from various causes was not accepted nor taken out of the office of the Secretary of this province. **AND WHEREAS**, many of the said inhabitants do now pray that the lands so laid out and assigned to them heretofore may be granted to them in due form and the possession thereof confirmed to them. **KNOW YE** therefore that I, John Parr, Esquire, Captain-General, Governor and Commander-in-Chief in and over His Majesty's Province of Nova Scotia and its dependencies, Vice-Admiral of the same, etc., etc., etc., by virtue of the power and authority to me given by His present Majesty King George the Third, under the Great Seal of Great Britain, have given, granted and confirmed, and do by these presents, by and with the advice and consent of His Majesty's Council for the said province, give, grant and confirm unto

	Acres.		Acres.
John Creighton, Esquire	800	Casper Wollenhaupt	930
L. Christopher Rudolf, Esquire	540	John Bollman	420
D. Christopher Rudolf, Esquire	300	John Donig	50
Joseph Pernette, Esquire	810	Philip Herman, sen	714
J. Christopher Rudolf	30	John Becker	375

	Acres.		Acres.
John Deauphinee, sen	180	Henry Becker	300
Andrew Jung	1307	George Born	200
Just Shup	360	George Arenberg	690
Henry Ernst	334	George Philip Brothenhauer ..	630
Babitt Bachman	405	Michael Lohnes	410
John Bachman	100	John Henry Fehder	518
Michael Morash	330	James Leangille	300
Philip Winter, sen	360	Joseph Contoy	360
Jacob Heid	300	Philip Triffian	150
James Vienot	1020	Leopold Leangille	660
Philip Schweinheimer	330	Jacob Rufus	260
Jacob Hirtle, sen	1530	Assimus Dhill	345
Peter Low	450	Peter Schner	80
Adam Acker	57	Ludewick Schner	45
George Bohner, sen	160	Peter Masson	95
Mathias Fihner	390	Jacob Mosser	420
John Rufus, sen	390	John Richard Halter	194
Christopher Veinot	660	George Mosser	75
Frederick Lery	120	Peter Klattenberger, sen	75
Valentine Whitman	430	George Eisenhauer	145
Philip Heniricii	720	Mathias Ernst	30
Philip Schmeldzer, sen	454	John Mehder	349
Frederick Emounot, sen	360	Casper Meisner, jun.	535
Peter Wambolt, sen	330	John Hiltz	30
George Frank, sen	330	Henry Mosser	62
John Gerhart	360	Samuel Mosser	249
Casper Zinck, sen	750	Conrad Knochell	330
Nicolaus Glassen	100	George Knockell	30
Christian Fehr	330	Christopher Nasz	735
George Tanner	70	Jacob Schller	330
John Berringer	495	Jacob Colp	30
Gotlib Berringer	495	Frederick Rufus	30
Henry Wagener	700	Lorendz Conrad	795
John Eisenhauer	520	George Michael Schmit	50
Christian Greff	320	John Jodery	130
Ulerick Bohliver	130	Nicolaus Berghaus	60
Christian Eicherd, sen	30	Alexander Lai	495
George Frederick Bailly	300	John James Bissansa	445
Henry Meichszner	500	Alexander Kedy	737
Wendel Wust	1025	William Kedy	1608
Ulerick Hablich	125	Conrad Krass	345
John Vogely	42	Francis Thimon	630
Frederick Weil	360	Frederick Rhuland	318

	Acres.		Acres.
Frederick Beautillier	90	Casper Hickman, sen	300
George Beautillier, jun	120	John George Deithoff	360
Unto the heirs of George Beautillier	735	George Deithoff	5
George Meirer	170	Conrad Deithoff	5
George Koch	2	Henry Koch	2000
Frederick Rigolow Miller	330	Christian Born	264
The heirs of Martin Kaulbach.	778	Nicolaus Rust	20
John Smith	330	Thomas Pinnel	30
Urvanus Bender	34	Jeanhurben Jeanperin	330
John Dhiel	360	George Walter	14
Valentine Dhiel	360	Henry Lohnes	65
Jacob Westheffer	380	Christopher Rust	300
Gotlib Harnish	615	Unto the heirs of Jacob Born.	214
Jacob Bolback	30	Bernard Mehder	65
Charles Bolwer	450	Frederick Jodrey	320
John Meisner	660	Marcus Leslie	390
Christopher Lohnes	410	Christian Ernst	410
John Bargett, sen	360	Peter Ernst	30
Casper Jung	30	Michael Peck	135
Frederick Finck	338	Philip Heison	675
Etien Marriet	480	Frederick Hann	30
Nicolaus Wolf	675	Jacob Moser	373
Nicolaus Reinhart	330	John Risser	360
John Michael Smith	168	Leonard Neufahrt	390
Henry Oxner	59	The heirs of Baltaszer Weinacht	270
Conrad Ramge	177	Henry Wagener, sen	120
John Dheibert	30	Nicholas Hamm	806
Adam Buhler	330	Jacob Schenekel	187.
George Conrad	1055	John Brum	172
Thomas Reicherd	390	The heirs of Valentine Musler	330
Philip Peter Dhiel	255	Melcher Zwicker	60
Peter Joseph Wolf	210	Henry Landz	190
George Wolf	180	David Burgoyne	173
George Himelman	510	Mark Burgoyne	360
Jacob Kraus	360	Nicolaus Eisenhauer	410
Peter Arenburg	356	Melcher Brum	330
Albrecht Mausser	210	Peter Gorckum	330
John Morash	322	Mary Barbara Metler	57
Peter Kaulback	45	John Landz	130
George Casper Brickbouer...	300	Unto the heirs of Daniel Hildz	460
Henry Waner	30	John Andreas	30
Leonard Jung	155	Conrad Wentzel	555
		James Darey	275

	Acres.		Acres.
Peter Leangille	110	Adam Hebb	380
Deodores Nau	60	The heirs of Philip Jacob	
Jacob Speidel	170	Heisler	360
George Zwicker	264	Michael Keizzer	110
James Sertie	90	Michael Zeller	60
George Sharp	75	John Lohnes, jun	60
Lorendz Wentzel	225	The heirs of George Evalts ..	325
Martin Minich	60	Cornwallis Morreau	30
Peter Zwicker, sen	330	Nicholaus Conrad	724
The heirs of Adam Wambolt ..	330	John Matthew Blystner	480
Frederick Lott	366	Richard Jacobs	300
John Wynacht	140	Henry Kitchn	330
John Arenburg	90	The heirs of Frederick Otts ..	315
Frederick Rigolow	165	John Seburger	110
Leonard Arenburg	90	Jacob Getz	80
George Rimby	15	Ludewick Spindler	60
Urvanus Heiner	415	Martin Wagner	330
Peter Zwicker, jun	1140	And unto Jonathan Benny, Esq.	345

Containing in the whole of said allotments and parcels of land seventy-one thousand four hundred and six acres. Situate, lying and being within the County of Lunenburg and comprehended within the limits hereinafter described, to wit :

Beginning on the western side of the River La Have, at the first falls, and at the upper bound of land granted Joseph Pernette, Esq. Thence to run north thirty-three degrees forty-five minutes west by the magnet, one hundred and twenty chains (of four rods each). Thence south fifty-six degrees west, four hundred and eighty chains. Thence north thirty-four degrees west, eight hundred chains. Thence north fifty-six degrees east, fourteen hundred and forty chains, or until a line produced south, thirty-three degrees forty-five minutes east, will come to the centre of the first falls on Salmon River, being the old bounds between Lunenburg and Chester, thence to be bounded by said line, and by said river, down stream and by the seashore of Mahone Bay running westward and southward round to La Have River aforesaid, and the several courses of the said river up stream to the bounds first mentioned, containing in the whole district by estimation one hundred and eighty thousand acres more or less.

A reservation was made of mines of gold and silver, lead, copper and coals, and the land was subjected to a yearly quit rent of one farthing per acre. The grantees were bound by the terms of the grant, "to clear and work within three years from its date, three acres for every fifty granted, in whatever part of the land they may deem most advantageous; or clear and drain three acres of swampy or sunken ground; or drain three acres of marsh, if any such should be within the bounds of the grant; or put and keep on the said lands within three years from the same date, three neat cattle, to be continued thereon until three acres for every fifty be fully cleared and improved. But if no part of said tract be fit for present cultivation, without manuring or improving the same, then the said grantees, their heirs and assigns, shall within three years from date, erect on some part of their said lands one dwelling-house, to contain twenty feet in length by sixteen in breadth, and to put on said land three neat cattle for every fifty acres, or if said grantees shall within three years after the passing of this grant begin to employ thereon, and so to continue to work for three years then next ensuing, in digging any stone quarry or other mine, one good and able hand for every one hundred acres of such tract, it shall be accounted a sufficient seating and improvement; and every three acres which shall be cleared and worked as aforesaid, and every three acres which shall be cleared and drained as aforesaid, shall be accounted a sufficient planting, cultivation and improvement, to save forever from forfeiture, fifty acres of land in any part of the said tract hereby granted." Proof of these improvements was to be allowed in any court of the county, district or precinct. The grant was signed by John Parr, Governor and Commander-in-Chief; countersigned by Richard Bulkeley, Secretary; registered by A. Gould, Registrar, and entered by W. A. Shipton, Deputy Auditor.

The following is an extract from a volume, entitled "The Present State of Nova Scotia," printed for William Creech and T. Longman, London, 1786; dedicated to "The Right Honorable John, Lord Sheffield," and republished in several numbers of the *Halifax Morning Chronicle*, in 1884:

"Lunenburg is a fine town and respectable colony, founded by some Germans in the year 1753. It is 70 miles north-east from Shelburn, and 36 south-west from Halifax, which place it supplies with cordwood for fuel, having a great number of small vessels employed in that and the cod fisheries. It also sends some lumber to the West Indies, and no place in the peninsula, notwithstanding the unpromising appearance of the lands at their first settlement, is in so prosperous a way, excepting the two places above mentioned (Port Matoon, or Gambier Harbor, and Liverpool). Industry and perseverance have rendered it highly flourishing, while the primitive simplicity of manners, which remain uncorrupted to the present time, have very much endeared them to all their neighbors. The lands about Lunenburg are greatly improved, and their population, which was at first about three thousand persons, may be estimated at nearly three times that number at present.

"Le Have is a settlement that ought to have been mentioned before Lunenburg. It had a number of inhabitants upon its river in detached situations some time before the war, who have been greatly increased, and whose settlements appear to be well adapted for carrying on a trade with the British West Indies for fish and lumber."

In 1793, the people of Lunenburg, hearing of an apprehended attack on the Province, by the French fleet, applied for cannon, small arms and ammunition.

The following names of officers of Lunenburg militia are taken from a German almanac, the title page of which, translated, is :

THE NOVA SCOTIAN CALENDAR

For the year after the salvation bringing birth of our Lord Jesus Christ,

1798,

Which is a common year of 365 days, etc., etc., etc.

PUBLISHED FOR THE FIRST TIME.

HALIFAX :

Published and sold by ANTHON HENRICH, in Sackville Street.

Colonel - - - John Creighton.
 Lieutenant-Colonel - - Joseph Pernette

Captains.

Jonathan Prescott.	Gasper Wollenhaupt.
John Donig.	Francis Rudolph.
Wendel West.	Thomas Pinnele.
Cornwallis Moreau.	John Prescott.
John Christ. Rudolph.	

Lieutenants.

George Koch.	L. M. Wilkins.
Henry Vogeler.	Wilhelm Mervin.
Johan Arenberg.	Mathias Earnst.
Christopher Born.	Johan Henry Jacob.
Johan Pernette.	Antony Thickpenny.
Benj. Knaut.	Nicholas Reinhard.

Ensigns.

Johan Wooden.	Philip Rudolf.
Charles Creighton.	Johan N. Oxner.
Thomas Akins.	Franc Rudolph, <i>Adjutant.</i>

A letter from Lieutenant Charles Rudolf, to Queen Victoria's father, may be of interest:

"HALIFAX, February 28th, 1799.

"May it please your Royal Highness.—I embrace the earliest opportunity to express my grateful and most respectful regard, and most humbly congratulate your Royal Highness on your safe arrival in your native country, and your happy reception by His Majesty and the Royal family must have been a peculiar satisfaction to your Royal Highness, better to be felt than my pen could describe.

"'Tis a singular regret to me in particular, as well as to every loyal subject within this Province, that your Royal Highness will not return to this country, which is most sensibly felt by all ranks and well-wishers of this colony. Nevertheless, though at a distance from us, I have confidence in your Royal Highness' benevolent and princely philanthropy, so conspicuous in your Royal breast, especially to those officers who have met your Royal Highness' approbation when punctual in discharging their duty (in which number I humbly hope your Royal Highness has been graciously pleased to arrange me), and in the assurance given my worthy uncle, Colonel Jessen, of Lunenburg, when he had the honor to pay his

dutiful respects to your Royal Highness at the Lodge, whose exertions have been indefatigable in promoting the welfare and prosperity of its inhabitants since the year 1753, to bring those foreigners to the knowledge of the English laws and institutions, both in and out of the Courts of Justice, and he is looked upon as a father by them, and in all cases they flock to him for advice, and otherwise. Indeed, he has been a mere slave, and he never had a salary from Government all the time. He says he is sure to receive a reward hereafter, where every good deed will be amply rewarded, who lives in hopes of your Royal Highness' patronage, which I humbly crave your Royal Highness' continuance of.

"In full assurance of which, I shall think myself perfectly happy.

"May it please your Royal Highness that I have the honor, to be, with profound respect, your Royal Highness' most dutiful and most devoted humble servant,

"CHARLES RUDOLF,

"Lieutenant, Royal Nova Scotia Regiment.

"Lieut.-General His Royal Highness Prince Edward.

"Castle Kensington."

ERECTION OF NEW BLOCK-HOUSES.

War having been again declared in 1812, former fears were renewed, and those much-dreaded enemies, privateers, were again on the coast, ready for their destructive work. A long continuance of peace had been looked for, and the forts and block-houses had fallen to decay. Four new block-houses were now erected—one on the hill near the town, the site of the old fort, mounting two 9- and four 12-pounders, two small guns and two brass field-pieces; another on the site of old Fort Boscowen, Battery point, built of stone and wood, and mounting four 12-pounders; a third at Lower La Have, and a fourth at Kingsburg.

The hill above referred to, was, in early days, called "Wind-mill Hill," from the fact that there was a mill on it for grinding corn. It was afterwards known as "Block-house Hill." The last block-house was moved from its position in the great gale of October, 1871, and set fire to and destroyed in 1874.

The men at work on the hill in 1889, digging a cellar for

Captain F. Geldert's house, found, about four feet below the surface, a ladder and cask, supposed to have been put there by persons in charge of the block-house.

CAPTURE OF LUNENBURG VESSELS.

During the war just referred to, a number of Lunenburg vessels were making a voyage home from the West Indies, a brig belonging to John N. Oxner, commanded by Captain Robert Bremner, being convoy to the fleet. Bremner had arranged to fire a gun every morning at sunrise, and the report was one day heard by an American privateer, which bore down, took the whole fleet and carried them to American ports. One of these vessels was a large topsail schooner, of which John Arenberg was captain and part owner. Christian Born, Frederick Rhuland, Conrad Rhuland and Philip Arenberg—names still well known in the county—were also owners. The crews of these vessels were exchanged for Americans, who had been taken prisoners by English ships. This disaster was a severe loss to the owners, most of whom were young and enterprising men. They had, under the circumstances, however, to experience, with others, the "fortunes of war."

Some of the Lunenburg merchants, in order to redeem their losses, purchased a privateer in Halifax, that had been taken as a prize, called her the *Lunenburg*, and appointed Joseph Falt captain. She has been described as a long, low craft, and a very fast sailer. A number of vessels were taken by her, but she failed to make good the damages her owners had previously sustained. Among her prizes was a large American schooner, the *Minerva*, which was afterwards new-topped and changed into a brig at the late Charles Rudolf's, La Have River, and called the *Lord Exmouth*. She sailed for Halifax to load for a port in the West Indies. When outside the river, an American privateer, called the *Fox*, met her off Rose Head. The crew of the *Lord Exmouth* were told by the captain to "bundle up" their clothes, as he would run his vessel ashore if the *Fox* came too close. The position of the two ships was seen from Lunenburg, and about thirty men went out in three large boats. The

Fox retired, and the *Lord Exmouth* was taken into Lunenburg harbor, and lay there three days, as the former vessel was seen from Block-house hill during that period, as if waiting for her prey. The *Lord Exmouth* escaped by running down to Halifax in the night.

Lunenburg coasting vessels were taken by American privateers and sometimes burned, after being robbed of what was on board. The people at Moser's Island once witnessed a grand sight in the burning of two vessels at night while drifting seaward. The Americans were very troublesome to the people inhabiting this and other islands. Being less protected than those on the main, they were frequently obliged to leave their houses. They hid their money under old stumps of trees and carried the rest of their goods to Ritcey's Cove, and other places for safety, and from time to time took them back in small quantities. The crews of the privateers were so bold in their visits to these islands, that they removed the cattle and emptied the cellars. At Iron-bound, they once acted as if determined to secure everything within reach, and were only persuaded to desist on being assured by Mr. Wolf, that a member of his family was dangerously ill.

A Lunenburg vessel, returning home from Halifax, was chased by the privateer *Sweet*. Having an experienced pilot on board, she ran in among the ledges at Heckman's Island, and was followed by her pursuers. The latter went ashore and was never got off. She had heavy guns on board, which were seen on the island many years after.

A shot fired from another privateer anchored off Oxner's shoal, entered the dwelling of Mr. Reinhardt, at the "Five houses," and cannon-balls, and chain and grape shot have been dug out in the neighborhood, and at other places on the sea-coast within the county.

In 1823, an amended boundary line between the counties of Lunenburg, and Queen's, was surveyed, and laid down on a plan thereof.

The following is a description of the tract of land which, by

said amended line, was taken from Lunenburg and added to Queen's: Beginning at a rock in Port Medway harbor, thence running north, $33^{\circ} 45'$ W., thirty-two and a quarter miles to the Annapolis county line, thence north 60° E. by said line seven miles and twelve chains, thence by the several courses defined on said plan, to the place of beginning.

The line as so changed was confirmed, and the boundaries of the County of Lunenburg, were in 1826, defined as follows: "Commencing at a large rock in the harbor of Port Metway (*alias* Medway), marked with the initials L and N D, being the ancient bound and landmark between the County of Lunenburg, and Queen's county; from thence running north 26° W. twenty-four miles and sixty-four rods to Pleasant River; thence following the courses of said river to the entrance of Shingle Lake, to the eastern bounds of land granted to Zenas Waterman; thence northerly along the eastern bound of said Waterman's land, and the line of land granted to John Payzant, Zenas Waterman, junior, and John Ringer, 777 rods; thence north 26° W. seven miles to a spruce tree marked N. W. angle, thence north 60° E. thirty-seven miles to a post and pile of stones placed on the western side line of the township of Horton; thence southerly along that line to the end thereof; thence easterly along the line of Horton township until it comes to the rear bound of the township of Falmouth to a blazed tree, marked on four sides; thence in a right line to a square post surrounded by a pile of stones, standing on the public road leading from Chester to Windsor, and marked on the northern side 'Hants county,' on the south 'Lunenburg county,' and on the south-east 'Halifax county'; thence to run south 27° E. twelve and a quarter miles to the sea-shore of St. Margaret's Bay, at the western side of the entrance into the cove called Harness Cove, to a square post surrounded by a pile of stones and marked on the eastern side 'County of Halifax,' on the western side 'County of Lunenburg'; thence southerly and westerly, by the several courses of the sea-shore, to the eastern side of the entrance of Port Metway; thence northerly up said harbor, to the rock and place of beginning, comprehending all the islands in front of said limits."

CHAPTER V.

Churches of different Denominations in the Town of Lunenburg, and Notices of Clergymen who have resided there.

CHURCH OF ENGLAND.

IN April, 1749, the Society for the Propagation of the Gospel was informed by the Lords of Trade and Plantations, that in each of the several townships to be formed in Nova Scotia, a particular spot would be set apart for building a church, and four hundred acres granted in perpetuity, free from quit rent, to a minister and his successors; in pursuance of which the church (called St. John's), 60 x 40 feet, was built in Lunenburg, at the expense of Government, A.D. 1754, and was the first English church built in Nova Scotia, after the erection of St. Paul's, at Halifax." The frame of the building was first put together in Boston. The cost was £476 16s. 6½d.

The sum of £224 9s. 9d. being required to repair and furnish the church at Lunenburg, the House of Assembly, in 1762, refused to grant it, and mentioned to the Governor, as a reason, "the great load of debt due by the public."

On the 5th of July, 1870, the church was moved twenty-five feet forward, to add that much to its length at the rear.

The first service in the building, as enlarged, though not finished, was on Thanksgiving Day, November 23rd, 1871.

Further improvements have been made, including a large addition at each side, giving over forty more pews.

The parish register is a book which, from its date and first entries, must have been commenced in Halifax; and as it is continued in the same writing, without remark, it is difficult to tell when the Lunenburg registry began. The first entry after the date of the landing of the settlers, is "1753, June 13th, baptized Charles, son to Johannes and Gertrude Van Hoboken."

The first registered marriage after the same date: "July 10th, 1753, Ulrick Hubley to Anna Cath. Treffian."

The first death recorded after same date: "June 20th, David Lancert."

Under the registry of baptism of "Franklin Bulkeley Gould, son to Rev. Peter De La Roche, and Ann his wife, May 27th, 1773," the fact is noticed that he was the first child inoculated for small-pox (September 25th, 1775).

The only three deaths recorded in 1773, were Hon. Sebastian Zouberbuhler, January 31st, aged 68, one of the first magistrates at Lunenburg, and who for some years received a pension of fifty pounds out of the Parliamentary vote; Rev. Paulus Bryzelius, April 9th, being Good Friday, aged 60; and Frederica C. Jessen, November 23rd, aged 16. They were all buried under the church.

The *Rev. Jean Baptiste Morreau*, "formerly a Roman Catholic Priest, and Prior of the Abbey of St. Mathew at Brest, had been received into the communion of the Church of England," and appointed a missionary of the S. P. G. He was entered in a list as "Gent and School-master," and came with his wife, and two male and two female servants, to Halifax, in 1749, in the frigate *Canning*, Captain Andrew Dewar, with the Cornwallis expedition. He first preached at Halifax, September 9th, 1750, and afterwards accompanied the original settlers to Lunenburg, in 1753, and had service every Sunday on the parade (where the Holy Communion was administered, "under the blue sky, to two hundred at a time"), until the church was erected. There were then more than two hundred regular communicants, German and French. Mr. Morreau, in writing to Halifax, spoke of "the great mortality that had befallen his people," and stated that "fifty-six families of Lutherans, Calvinists, Presbyterians, and Anabaptists, had become worthy members of the Church." Mr. Morreau ministered in three languages to his congregation, and also acted as "Missionary to the Indians, several of whose children he baptized." It is recorded that he "discharged the duties assigned him with fidelity and success." Governor Hopson commended him as "an example in the several duties of piety, charity, and humanity." He was in Lunenburg seventeen

years, and died in 1770. Mr. Morreau was the father of Cornwallis Morreau, the first male child born in Halifax, and named in the Lunenburg grant.

In his report for 1757, Mr. Morreau gave an instance of ecclesiastical discipline. "On Easter Day one of the congregation was put to public penance, because he had been one of the chief conspirators in a recent plot against the Government; after a humble prostration of himself in the church, the penitent rose up and humbly asked pardon of God, of the king and of his Christian brethren, whom he had offended by his ill-conduct and disobedience. After a suitable exhortation from the pulpit to a sincere repentance and amendment of life, he was readmitted to the Holy Communion with 149 others." The behavior of the congregation in general is described as being marked by great piety and devotion.

A head-board under St. John's Church contained the following epitaph:

" HERE
LYES THE MORTAL PART
OF THE REV. J. B. E. L. MORREAU
FOR 20 ODD YEARS
A MISSIONARY OF A FRENCH
CONGREGATION AT LUNENBURG.
WHO DEPARTED THIS LIFE
THE 25TH FEBRUARY
1770, AGED 59 YEARS."

Rev. Robert Vincent.—The following minutes were recorded at Halifax:

"1761. August 7th.—Advised, that Rev. Robert Vincent be appointed to minister at Lunenburg. Salary, seventy pounds, and twenty pounds per annum as school-master there."

"August 13th.—Advised, that Rev. R. Vincent be admitted to celebrate divine service in the church at Lunenburg, and there perform all rites and ceremonies, according to the usages of the Church of England, alternately with the Rev. Mr. Morreau; and

that Colonel Sutherland be requested to adjust all matters relating to the church between them."

The above-named clergyman commenced his duties as missionary and school-master in 1762. Of him it is stated that "he was remarkable for indefatigable application and moderate conduct in the course of his mission." It was believed that "his persevering in his duty, even beyond his strength, shortened his days."

Rev. Paulus Bryzelius (formerly a Lutheran minister) had been "ordained by the Bishop of London to the charge of the German mission at Lunenburg," and was for a time contemporary with Mr. Morreau. He received warm encomiums from Governor Franklin and Chief Justice Belcher for the success of his labors, particularly among the young.

The oldest magistrate in Lunenburg wrote a letter to Governor Franklin, which he sent to England, saying of Mr. Bryzelius, "It is scarcely to be expressed how much our people are satisfied with his behavior and preaching. He has given them last Sunday and Monday most excellent sermons, insomuch that most of the people were shedding tears. The breast-work of the upper galleries was in danger to break down on account of so many people."

At Easter, 1768, forty-six young persons were for the first time brought by him to the Holy Communion. He held three services on each Sunday, in English, French and German respectively. Prayer-books in German were sent out from home for his congregation, and he translated Lewis' Catechism. In September, 1769, he returned "the number of children in his mission under twelve years of age, at 684, of whom he had himself baptized 129. At Easter, 1770, his English, French and German communicants were 201, of whom thirty were then admitted for the first time. This faithful servant of God was struck with apoplexy while preaching on Good Friday, 1772 or '73, and expired in half an hour. He was "buried exactly under the pulpit wherein, indeed, he died." He was sixty years of age. His widow and several children were left in

very distressed circumstances. Lord William Campbell recommended that the remainder of the year's stipend should be given to them.

On the death of Mr. Bryzelius, it was determined to discontinue the German mission, and to maintain instead an itinerant missionary. Mr. William Ellis, having been selected and ordained by the Bishop of London, embarked for this Province, *via* Boston, in 1774. Small-pox broke out in the vessel, which led to difficulties in landing at Boston, or Salem, on being ordered from one port to the other. Having made their way to Quarantine Island, and complied with the regulations, Mr. Ellis and his wife proceeded to Boston, but "must have lain in the street, had not an old woman, tempted by their money, have given them a lodging." Shortly after his arrival in Nova Scotia, Mr. Ellis' destination was changed, and he was sent to Windsor.

The *Rev. Peter De La Roche*, a native of Geneva, was ordained to "the cure of Lunenburg, in 1771." About this time, the *Rev. Mr. Muhlenburg* (President of the Lutheran Synod, Philadelphia) had been applied to by Calvinists and Lutherans to supply them with a missionary. He advised them "still to adhere to the Church." For this advice he was thanked by the Halifax Committee, who requested "that no declaration or measure should be at any time used to disturb or prevent the Calvinists and Lutherans in the full exercise of their religious principles and mode of divine worship." Mr. De La Roche studied German, and in 1775 was able to officiate in German, French, and English. At Easter in the same year, his communicants in those tongues were, respectively, 120, 50 and 30. Lord W. Campbell wrote that Mr. De La Roche could speak English sufficient to perform service, and that he thought it best to abandon services in German. He felt with his people "the want of provisions during the American war;" the assistance then received from the people being very small. During his residence at Lunenburg he "published several excellent sermons and a commentary on the four gospels. One of these sermons was entitled 'The Gospel of Christ preached to

the Poor,' 'Repent ye,' etc.—St. Peter in Acts iii. 19; printed at the author's expense; to be given, and not to be sold: 'Freely ye have received, freely give.'—Jesus Christ in Matthew x. 8.' It was dedicated "To all the Settlers and Inhabitants of the township of Lunenburg, in Nova Scotia, and especially to the Poor, whether bound or free."

Mr. De La Roche removed to Guysboro' in 1787, and died there.

In 1773, Mr. De La Roche prevailed upon his people to establish a school for the French, and to make a yearly allowance, in aid to the master, of forty bushels of grain and twenty-four cords of wood.

This master, *Geo. Fredk. Bailly*, was born in Franche Comte, and came to the county as teacher and lay reader to the French. One of his books has written in it, "*Maitre d'Ecole and Clerik de l'Eglise Francaise de Lunenburg*." He taught school for the French at North-West Range. There is still extant a sermon on the fifth commandment, written in French, in his own manuscript, and read by him on the 21st of March, 1775. A book of sermons in French, also in his own hand-writing, which is remarkably legible, is entitled "An abridgement of sixteen discourses on the redemption of man by the death of Christ." His French Bible is still preserved, and bears date 1702. Mr. Bailly died in Lunenburg at the age of eighty-two. Several of his grandchildren still reside in the county, and one of them, Henry Bailly, Esq., now Registrar of Deeds, represented it in the Provincial Legislature for eight years. The widow of one of his sons spoke of the old gentleman with great affection, and pointing to the chair he occupied during his five years' blindness, said, with much feeling, to the writer, "He *was* an old Christian."

The *Colonial Churchman* said: "Mr. Bailly behaved worthily and with great pains in his office."

In 1787, *Rev. Richard Money, B.C.L.*, Oxford, was appointed missionary at Lunenburg. He had a paralytic stroke in 1800, and was for some months laid aside from work. He resigned in 1803, and was succeeded by *Rev. Thomas Shreve*, who had

been stationed at Parrsboro', and began his work at Lunenburg in 1804. He died August 21st, 1816, in his sixty-second year, and Rev. Robert Ferryman took charge for twelve months.

In 1817, *Rev. Roger Aitken*, of the Scotch Episcopal Church, and a missionary of the S.P.G., came to Lunenburg. He was sent by Sir John Sherbrooke in October, 1814, as garrison chaplain to Moose Island, on the boundary line between New Brunswick and Maine, where he remained for three years.

Bishop Charles Inglis wrote to him a very kind letter, introducing him to brother clergymen in the neighborhood, and expressing his assurance that the reverend gentleman and his family would receive all the kind attention to which they were fully entitled. Mr. Aitken was Rector of Lunenburg until his death on the 21st of November, 1825, in the seventy-third year of his age, and the forty-eighth of his ministry.

The late *Doctor Charles C. Aitken*, of Lunenburg, was a grandson of the deceased clergyman.

Rev. James C. Cochran, M.A., became rector in 1825, and held the position until 1852. He was born in King's College, Windsor, September 17th, 1798, his father, Rev. William Cochran, D.D., being then vice-president. He took his B.A. in 1825. He had been a short time in mercantile life, which he abandoned for the ministry. As a travelling missionary he worked laboriously in his large district, which included outstations now in charge of their own clergymen. In 1835, he commenced the publication at Lunenburg, of the *Colonial Churchman*, and edited it for five years. He was afterwards associated with Mr. William Gossip in editing and conducting the *Church Times*.

Mr. Cochran removed to Halifax in 1853, and had charge of the mission of Terence Bay, the scene of the great shipwreck of the steamship *Atlantic*, and of the adjacent settlements.

He officiated at Salem Chapel, Halifax, 1854 to 1866, and was incumbent of Trinity Church there until 1875, and chaplain to the House of Assembly for nineteen years. His labors in behalf of many benevolent institutions can never be forgotten, and the Temperance bodies had good reason to be proud

of him. He was a total abstainer, and did grand work in this county and in Halifax.

He was a man of herculean frame, and his strong constitution carried him through many and great hardships in his ministerial work.

Dr. Cochran died at his residence near Trinity Church, Halifax, on Sunday, June 20th, 1880, and the interment took place at Windsor on the following Wednesday. On the morning of that day, fifty-nine pupils of the institution for deaf mutes marched in the procession to the railway depot, to show their respect for the beloved clergyman who had been one of the original founders, and who had never ceased his efforts in its behalf till death.

A memorial window has been placed in St. John's Church, Lunenburg.

The next Rector of Lunenburg was the *Rev. Henry L. Owen, M.A.*, who came in 1852. He was born in Halifax, December 24th, 1809. His father was John Owen, Esq., a native of Wrexham, in Wales, who removed with his family from Halifax to Lunenburg, about 1819. He held in the last-named town, the offices of Collector of Customs and Excise, and Justice of the Peace until his death, November 22nd, 1824, at the age of forty-seven.

Rev. H. L. Owen had been a scholar at the famous Blue Coat School, London, founded by Edward the Sixth, where he received most favorable testimonials. His education was further pursued at King's College, Windsor, where he graduated in 1833, afterwards proceeding to M.A., and D.D. Among his classmates were the late Rev. C. J. Shreve, B.A., of Chester, and Rev. W. H. Snyder, B.A., of Mahone Bay. He was ordained deacon, and in 1834, advanced to the priesthood, at St. Paul's, Halifax, by the late Bishop Inglis. Mr. Owen was appointed Rector of Aylesford, and took duty temporarily at Yarmouth, and at St. Andrew's, N.B., where he married Anna, daughter of S. Fry, Esq., M.D. He preached his first sermon as Rector of Lunenburg, in St. John's Church, on Sunday, June 13th, 1852, from Philippians iii. 13, 14. He was a well-read theologian, a

fine specimen of the Christian gentleman, of an affectionate and loving disposition, noted for his piety, a true comforter in trouble, and at all times a sincere and faithful friend. Dr. Owen preached his last sermon on Easter Sunday, March 25th, 1883, and entered into rest on Saturday, May 31st, 1884. He had officiated at 1,701 baptisms, 302 marriages, and 644 burials.

Notwithstanding very unfavorable weather, great crowds of people from town and outside settlements attended the funeral services. In the hand of the deceased was a paper, which he had requested should be put in his coffin. On it were the words, "Be kind to the children." This was a last expression of his love for the "little ones," who were most sincerely attached to him. A memorial window has been placed in the church at Lunenburg. While Rector of Aylesford, Dr. Owen sometimes officiated in Christ Church, Dartmouth. His visits were very acceptable to pastor and people.

"His race well run."

"His work well done."

"Now rest."

Edward H. Owen, one of the sons of the above-named clergyman, was educated at King's College, Windsor, and was for several years principal of the academy at Lunenburg. He was a clever, well-informed man, and wrote a history of the county, for which he received the Aikins prize. He died in November, 1893. His brother Beverley, also deceased, was a very estimable young man.

One of the brothers of Rev. Dr. Owen is Daniel Owen, Esq., Barrister, who was born in Halifax, and came to Lunenburg in 1819. He was admitted an attorney in April, 1833, and now stands nearly at the head of the list. Mr. Owen is in his eighty-ninth year, and very active for his age.

Dr. Owen was, in 1884, succeeded in the rectorship by Rev. Robert C. Caswall, M.A., of Toronto, who resigned in 1886, and was followed in 1887 by Rev. George Haslam, M.A., of Trinity College, Dublin, and a native of County Dublin, Ireland. He was formerly a Fellow of Trinity College, Toronto, and lecturer in

natural science, and is now a Governor of King's College, Windsor, and lecturer in apologetics.

Much credit is due to Rev. Mr. Haslam and his co-workers for making "St. John's" one of the handsomest and most spacious churches in the diocese.

The late Mrs. Kaulbach, widow of Sheriff Kaulbach, gave the beautiful brass eagle lectern, and the organ was presented by the late John William Y. Creighton, Esq.

Mr. John Burke, who had been sexton for forty years, died very suddenly, October 29th, 1864.

The curates have been: Revs. Dr. Drumm, Hodgson, Padfield, Wainwright, Ellis, Brenton, Groser, Skinner, and G. D. Harris.

On Sunday, May 23rd, 1869, Rev. George W. Hodgson, M.A., preached his farewell sermon at the evening service from 1 Cor. iii. 7. He was a zealous and faithful clergyman. The congregation presented him with an address on the 24th, and a number of parishioners, in eight carriages, accompanied him for some distance on the road to Halifax.

The lay readers were (afterwards clergymen): J. O. Ruggles, G. Hodgson, and G. Osborne Troop.

On June 17th, 1871, there arrived at Lunenburg, Rev. Wm. Ross, of the American Episcopal Church, and stationed at Springfield, Kentucky, son of the late Wm. Ross, Esq., of Lunenburg. On Sunday, June 18th, Mr. Ross preached to the congregation of St. John's in the Lutheran church, which was kindly loaned for services during the repair of the English church.

On Thursday, January 21st, 1886, the new Church of St. Barnabas, Blue Rocks, in the parish of Lunenburg, and four miles from the town, was opened for divine service.

The Rural Dean, Rev. W. H. Snyder, preached an earnest, practical, extempore discourse on Psalm xciii. 5, "Holiness becometh thine house, O Lord, forever."

The church is built of wood, clap-boarded, in pointed Gothic style. Inside measurement, 44 x 22 feet; cost, \$1,540. The site was presented by Mr. Joshua Knickle.

Rev. Theodore E. Dowling, M.A., Chaplain to Bishop Blyth, in Jerusalem, preached in St. John's Church in September, 1891, on "Missionary Work among the Jews in Palestine."

The frame of a church, afterwards consecrated as St. Matthew's, was raised at Upper La Have, near the residence of Mr. Charles Rudolf, on Monday, July 8th, 1839. The day was "rarely fine." After the singing of the 100th Psalm, Rev. James C. Cochran, M.A., Rector of Lunenburg, offered up appropriate prayers, and the work proceeded. The situation was described as "pleasant, near the margin of the beautiful River La Have." This was the seventh church of the same body erected in the county, and was then in the parish of Lunenburg, as was also St. Bartholomew's, at East La Have Ferry, built in 1836.

In September, 1884, a separate parish was formed, which included the churches above named, and of which Rev. George D. Harris, still there, became the first rector. Another church, St. Alban's, was built in the Wynacht Settlement, in 1890. The old St. Matthew's Church was taken down in 1891, and a new church, which bears the original name, was erected partly on the former site.

PRESBYTERIAN.

Among the first settlers were "a number of persons belonging to the Dutch Reformed Church," who were for some time without the services of a specially appointed minister. A church was built by subscription in 1769. A delegate who was sent to Germany brought back some money, and also a communion service, which is still in use. Application was made to the Church in Philadelphia for a minister, but there were congregations there requiring pastors, and the Church at Halifax was requested to supply the want at Lunenburg. *Mr. Bruin Romcas Comingo* (commonly called Brown—his name was curiously altered in one of the newspapers to Rev. Brum Ran-kino Commingo) was ordained in Halifax, July 3rd, 1770—"Mr. Kaulbach and Mr. Shupley having there renewed the call of the congregation," joined in by sixty families. He was then forty-six years of age.

Objection was made to the ordination because Mr. Brown was not a thoroughly educated man. The Church at Halifax fully considered the objection, declared themselves justified,

under the circumstances, in what they were about to do, and cited from "the minutes of the Society for the Propagation of the Gospel, A.D. 1768, the ordination of the Rev. Philip Quaque, as a missionary, catechist, and school-master, for the Gold Coast." They said: "We do not mean that our procedure in this affair should be made a precedent of, or brought into usage in this infant colony or elsewhere, unless in cases of necessity, as above mentioned."

The Right Honorable Lord William Campbell, then Governor, and several members of His Majesty's Council were present during the ordination services, which were conducted by Revs. Murdoch, Lyon, Seccombe, and Phelps, the latter a Congregationalist, in a building called "The Protestant Dissenting Meeting-house, afterwards St. Matthew's Church."

The sermon was preached by Rev. John Seccombe, M.A., of Chester, from John xxi. 15, 16, and was said to be the first delivered in this Province on such an occasion. It was published, and dedicated to Malachy Salter, Esq. An appendix contains the reasons for the ordination, by Rev. Mr. Murdoch. Rev. Mr. Lyon addressed the candidate, and the right hand of fellowship was given by Rev. Mr. Phelps. It is recorded that Mr. Brown was the first Presbyterian minister ordained in the British North American Provinces.

He was born at Leuwarden, in the Province of Groningen, in Holland, October, 1723, and came to Halifax with the first German settlers. His name is included in the original list of grantees at Chester. Mr. Brown lived in Lunenburg as pastor for about half a century, preached regularly to the end of his ninety-fifth year, and died January 6th, 1820, in his ninety-seventh year, after a life of faithful service to his Master, having largely aided the advancement of religion, and being universally respected and beloved. His remains were interred under the Presbyterian church in that town.

His name is signed to a recorded deed, dated September 21st, 1767, "Bruein Rumkes Comango."

Mr. Brown was succeeded by *Rev. Adam Moschell* (so spelled in his own German Bible), who was born at Manheim, in

Germany, and who was sent for by Rev. F. C. Temme, the Lutheran pastor. He was married in Lunenburg, April 20th, 1820, by Rev. R. Aitken, to Mary Ann, fourth daughter of Edward James, Esq.

(*Mr. Davis*, a probationer, was in Lunenburg in 1828.)

Mr. Moschell returned to Germany with his wife in 1837, and died at Hohensachsen, near Heidleberg, aged fifty-three years. His widow came back to this county, and lived at Bridgewater, where she died December 5th, 1888, in her eighty-seventh year. Up to the very last she retained the full use of her mental faculties.

Mr. Moschell's successor was the *Rev. Donald A. Fraser*, of the Church of Scotland, who arrived at Pictou in 1817. He was a native of the Island of Mull, of which his father was the minister. In 1837, he removed from New Glasgow to Lunenburg, and from there, in 1842, to St. John's, Newfoundland, where he founded St. Andrew's Church, in connection with the Church of Scotland. He died there, highly esteemed, February 7th, 1845. Mr. Fraser was a man of great energy, "in labors more abundant"; and exercised his ministry, not only at Lunenburg, but in many of the outside settlements, and travelled between three and four thousand miles a year. Mr. John Brown Comingo, son of Rev. Bruin Romeas Comingo, was one of his elders.

The next pastor was the *Rev. William Duff*, who was born at Berry Hill, near Perth, Scotland, September 15th, 1808, and came to Lunenburg in 1843. He received his preparatory education at the Perth High School, and took his collegiate course at St. Andrew's University, where he graduated in Arts and Divinity. His proficiency in college work is attested by the many class prizes still in the hands of his family. In theology he had the advantage of sitting under the teaching of Dr. Chalmers, for whom he ever cherished the highest regard.

Like his long-time neighbor and friend, Rev. Dr. Cossmann, he had to minister to an immense district. The work of a pastor in those days was excessively difficult and wearisome, but like "a good soldier," he endured "hardness" cheerfully. He made himself fully acquainted with all the interests of his

people, for whom he lived and labored. It has been truly said that he was a man of the most amiable disposition, the ideal of a Christian gentleman, and that to know him was to respect and love him. His sermons were full of wise counsel, and most earnestly and affectionately delivered. Among them was that preached at the funeral service of the late Mrs. Kaulbach, who died at Lunenburg, aged 102 years, from the text, "This I say, brethren, the time is short." "Even in the case of our deceased friend who lived to such a very advanced age, how true is the statement," said the preacher, "that the time is short."

Mr. Duff died at his residence near Lunenburg, May 5th, 1888. The procession on the day of interment was led by nine clergymen, including three rectors of the Episcopal Church. An impressive service was held in the church where the deceased had so long ministered to his beloved flock, who sincerely mourned his departure. His successor, Rev. E. D. Millar (now of Yarmouth), gave a very interesting account of Mr. Duff's life and labors, showing, among other things, that "he was the first Moderator of the United Synod of 1867," and that "after nearly thirty-seven years of arduous labor he retired from active duty in 1879."

It may here be added that he was an agriculturist and orchardist, and kept his property in a high state of cultivation. He took great interest in all such work by his fellowmen, and in the Lunenburg Agricultural Society's efforts for improvement.

Mr. Duff was married to a daughter of the late Hon. John E. Fairbanks, of Woodside, Dartmouth. One of his daughters is the wife of Rev. John Forrest, D.D., President of Dalhousie College and University. There are two sons—one, William M. Duff, Esq., residing at Bridgewater, and Kenneth, living with two of his sisters at the old home near Lunenburg.

Mr. Duff's successor was *Rev. Ebenezer D. Millar*, who was inducted April 15th, 1880. He resigned June, 1891, and *Rev. Daniel McGillivray* became pastor in May, 1892.

The Late Mr. Alexander Gow.—Mr. Gow was born at Auchtergaven, Perthshire, Scotland, in 1789, and there married

Margaret Dow. They came to Lunenburg in 1846, where Mr. Gow was for nine years employed as a catechist and assistant to the pastor of the Presbyterian Church, and where he died in July, 1855.

He used to hold Bible-classes and expound the Scriptures in the country districts, and often walked to the Hebb settlement, beyond Bridgewater. He was summoned to conduct the services at the interment of John George Hebb, and was notified that Mr. Hebb had selected the text from which he wished the funeral sermon to be preached: "Rejoice not against me, oh mine enemy; when I fall I shall arise; when I sit in darkness, the Lord shall be a light unto me" (Micah vii. 8). The Rev. W. Duff, being unable to attend, used this text on a subsequent day. Mr. Gow has been described as a very holy man, and most friendly to everybody. One of his old associates said, "He was ever talking of the goodness of God, and turned everything to the Lord's account." A member of another denomination said, "That man seems to me to be always in close communion with God." It is not to be wondered at that he was greatly respected and beloved by all who appreciated his worth. He had two sons (Andrew and John), referred to elsewhere in this work. His widow, a lady highly esteemed, died at the residence of Mrs. Stephen Fink, Lunenburg, January 13th, 1895, aged ninety years.

The present church was built by one Grant, a Scotchman, in the time of Rev. Adam Moschell, according to a plan sent from Halifax by Mr. Dechman (father of James Dechman, who lived at Mahone Bay), and by free subscription, at a cost of £1,200.

The church was remodelled in 1879, which gave a length of 83 feet, and a breadth of 40 feet. A new and handsome spire, 118 feet in height, was added. A very interesting service was held at the reopening, December 19th, in the same year. The sermon was preached by Rev. E. D. Millar, then of Shelburne, from 2 Chronicles vi. 40. Addresses were also delivered by the pastor (Rev. William Duff), Rev. Mr. Toland, agent British and Foreign Bible Society, Rev. Mr. Sutherland, and Rev. D.S. Fraser.

On the 1st of March, 1885, a neat Presbyterian church, 27 x 46

feet, to accommodate 250, was dedicated for divine worship at the Rocks, near Lunenburg, Revs. E. D. Millar and D. S. Fraser, assisted by Rev. W. Burns (Methodist), conducting the opening services. The building was the first place of worship built in the locality. It cost \$950.

In October, 1890, a new Presbyterian church, of 74 feet in length, with an auditorium 60 x 40 feet, was opened for service at Cross Roads, Lower La Have. Rev. E. D. Millar preached at the morning service from Isaiah lx. 1, and Rev. John McMillan, of Chalmers' Church, Halifax, in the afternoon and evening, from Isaiah xi. 10 and James iii. 17. The total cost was about \$6,000. The collections on the day of opening were about \$200.

LUTHERAN.

In 1760, the Lutherans secured a school-master, by whom their children were taught. He also conducted religious services in private houses.

The first Lutheran church was built by German settlers. The frame was raised May 22nd, 1770. The first sermon was read in the church by a layman on the twenty-fourth Sunday after Trinity, 1771. In 1772, a parsonage was erected, and the congregation received a German Lutheran minister through the Rev. Mr. Muhlenberg, who was considered the father of the Lutheran Church in America, having been sent out by the celebrated Professor Franke. This first clergyman was the *Rev. Frederick Schultz*, who preached his first sermon November 1st, 1772. The church was dedicated by him as "Zion Evangelical Lutheran Church." He resigned his charge in 1782. His successor was the *Rev. Johann Gottlob Schmeisser*, "of blessed memory," from Sorau, in the kingdom of Saxony, Germany. He was born March 22nd, 1751, studied in Halle, was ordained in Wernigerode, and commenced his ministerial duties at Lunenburg, May 1st, 1782, and died, after arduous labor, December 23rd, 1806. Rev. Thomas Shreve, Rector of Lunenburg, mentioned Mr. Schmeisser's death, and, at request of the elders, preached the funeral sermon from the text Mr. Schmeisser had selected, Psalm ciii. 13-18. A sermon preached

by him in German in Lunenburg, in 1797, on "The Holy Communion," from Luke xxii. 19, 20, has been translated by Rev. D. Luther Roth, M.A., and printed for circulation.

The next pastor was the *Rev. Ferdinand Conrad Temme*, the only son of the Rev. Daniel Temme, Evangelical Lutheran minister in the Duchy Braunschweig, Lüneburg, and his wife, Marie Antoinette. He was born March 12th, 1763, and baptized on the 15th of the same month. His sponsors were His Highness Duke Ferdinand von Braunschweig, Lüneburg, General Field-Marshal of the King of Great Britain, and the child's grandmother, the widow of the late Rev. Prior and Prebendary Jacob Albrecht Temme. He was confirmed in his father's parish in 1777. After he had studied theology at Halberstädt and Göttingen for three and a half years, he was examined in the Consistorium of Wolfenbüttel on March 12th, 1783, and ordained as minister of the Evangelical Lutheran Church in 1787. In 1790, after defending his thesis in the great auditorium of the University of Göttingen, he was, at the expense and desire of His Highness the Duke Ferdinand, appointed Professor of Philology and Philosophy. Thereupon he founded, with the approval of the ruling Duke, an institute of learning for fourteen sons of the nobility, and at the same time served the Church as "vacancy minister" for nearly seventeen years. He then set out on a visit to the United States, arrived in Philadelphia in November, 1807, accepted temporarily a charge in Pennsylvania, and there received an invitation from the Church at Lunenburg. His work in that town was commenced on May 5th, 1808. In December, 1809, he was married to Marie Barbore Schmeisser, daughter of his predecessor. He died in 1831. His daughter, Conradina, was married to the late William V. Andrews, Esq., Bridgewater, and died there in 1833.

A request for another minister was sent to the University of Halle, and the *Rev. Carl Ernst Cossmann* came out to fill the vacancy. He was born at Sachsenburg, in Saxony, 1806; frequented the colleges of Frankenhausen, and Goerlitz; studied in Halle, under Tholuck, Gesenius, Uhlmann, and Thilo; was ordained in Merseburg, September 16th, 1834; arrived at

Lunenburg, January 17th, 1835, and preached his first sermon on the fourth Sunday in that month, from Romans xiii. 8. He has baptized 3,966; married 622 couples; buried 1,041; has preached 11,000 sermons, and travelled 200,000 miles.

The following is taken from a letter in the *Acadian Recorder*, written by one who attended morning service in "the little Dutch Church," on Brunswick Street, Sunday, October 17th, 1880:

"Once a year the Rev. Charles Cossmann, a retired Lutheran minister living in Lunenburg, comes to Halifax and preaches in the German language, and administers the communion to the German residents of the town, residing principally in the north end.

"Yesterday was one of these occasions, at which I happened to be present, and I was much impressed with the simplicity and solemnity of the services. The quaint little church, with its weathercock surmounting its small spire, was built in 1755, just six years after the settlement of Halifax, and a few years before St. Paul's.

"The little church, which holds about fifty persons, was well filled. The preacher was impressive and earnest in his manner, and held the attention of his audience throughout his sermon. After this the Lord's Supper was administered in the primitive style of the Lutheran Church. A plain, earnest man reverently knelt before what was probably a common deal table, covered with a pure white cloth, and then broke bread, and gave of the symbolic wine to devout recipients, very much after the fashion of the great Master himself, when He instituted the Supper in that upper room in Jerusalem, something over eighteen centuries ago. The scene was impressive to a degree—rendered more so by the associations and surroundings of the place.

"I spent a pleasant morning, as no doubt did those descendants of the old German settlers, and other residents of the town speaking the language, who once a year, at all events, are privileged to hear the Word preached in the beloved tongue of the Faderland."

In the *Halifax Herald*, of September 26th, 1892, reference was made to Rev. Dr. Cossmann's sermon in the same church, on the day before—Sunday. The sermon was on the right way to live, and set forth the eternally destructive consequences of evil courses.

"The reverend gentleman is now eighty-four years old. He has a grand command of language, and for one so old his discourse was an exhaustive and a great attempt. He left Germany in 1835. He has preached regularly twice every Sunday, in one place or other. In the early days of his ministry he travelled annually about four thousand miles, the most part in the saddle. This evidently did not do him harm, as he looks well and hearty at the present day."

On the 25th of June, 1880, the Lutherans of the county celebrated, at Lunenburg, the three hundred and fiftieth anniversary of the presentation of the Augsburg Confession, before Charles the Fifth.

The bell of Zion Church rang out at six o'clock in the morning. People came from all directions, and every available place was occupied, so that the church was literally crammed.

The Lutheran service was read, and Luther's grand old hymn, "Ein' Feste Burg Ist Unser Gott," was sung with great force and feeling.

An address of welcome was delivered by the pastor, Rev. D. L. Roth, who traced the course of the Church in the county from the coming of the first settlers, and asked his hearers to see the great change from early days, in his announcement: "Now we have 4 ministers in the county, 14 churches, 1,400 communicants, and fully 5,000 people." In closing his remarks, he said: "Before we leave this church, allow me to read to you the names of the noble men who, as elders and officers in the church, so well served their day and generation when the congregation was organized here at the beginning of this town. Here are their names: Freidrick Arenberg, Jacob Maurer (now Myra), Michael Houtptman, Andreas Jung (now Young), Henry Ernst, George Conradt (now Conrad), Melchoir Bromm (now Broome), Wendel Wust (now West), Philip Rodenheiszer (now Rodenhizer), Leon. Anton Trober, Christoph. Naasz (now Naas), Heinrich Vogler.

"Only two of those names are unknown among us to-day. God has fulfilled to His people His gracious promise of long life and blessing to the faithful. The memory of the just is blessed. Let us rise up to-day and call these worthies of the

past blessed, and let us imitate and emulate their faithfulness. Allow me now to conclude by repeating the names of four men, the servants of God who, in an unbroken succession of more than one hundred years' duration, have honorably filled the position and discharged the labors of ministers to God's people in this church. Those men are the Rev. Frederick Schultz, Rev. Johann Gottlob Schmeisser, Rev. Ferdinand Conrad Temme, Rev. Charles Ernst Cossmann.

"Grey-haired and venerable, the last-named father in Christ now sits among us. He is the living link which connects us to-day with the proud historic past. All honor to his honest faithfulness. May God's rich mercy crown his declining years with holy peace and gladness. We pray God to spare him long to bless us with his counsel and presence—and let all the people say, Amen."

READING THE CONFESSION.

"Father Cossmann now ascended the pulpit, and read, in the original German language, the immortal document whose doctrines he has set forth through more than forty years—the Augsburg Confession. Although many in the audience could not understand the German tongue, yet the older people, and the better educated, could, and a respectful hearing was obtained to the close."

An immense procession was then formed, and was headed by the fine 75th band. After a march around town the walk was continued to the "Head," where dinner was enjoyed, in the shape of a great basket picnic. This over, "All hail the power of Jesus' name," was heartily sung, and Rev. J. A. Scheffer, of Mahone Bay, addressed the immense assemblage upon "The Causes which led to the Reformation." He was followed by Rev. A. L. Yount, of Bridgewater, who spoke about "The Reformers." The closing address was by Rev. D. Luther Roth, of Lunenburg, on "The Influence of the Augsburg Confession."

Closing exercises were held in the church as follows: "A prayer of thanksgiving to God, for the blessings of the day and for the glory and good of the Church; a chorus in unison with

the band to render 'God Save the Queen,' the Doxology, 'Praise God from whom all blessings flow,' and the final benediction."

The four hundredth anniversary of the birth of Martin Luther was celebrated at Bridgewater, on Saturday, November 10th, 1883, by Lutherans from all parts of the county. There was an immense procession, headed by the band of the 75th Battalion. Very interesting memorial services were held, and addresses were delivered by the pastors of the several Lutheran congregations in the county. Luther's hymn, "Erhalt uns Herr bei deinem Wort," was sung. Dr. Cossmann pronounced the benediction.

On the same day, at the union service of the Old South, Central and Berkeley Street churches of Boston, there were on the platform a "chained Bible," printed in 1480, and a copy of Luther's translation, printed at Lüneburg, in Germany, in 1656.

The bell of the old church at Lunenburg "was originally brought from France, and hung in the chapel of the fort at Louisbourg. Upon the dismantling of that stronghold in 1758, it was taken out and carried to Halifax. There it lay stored away, with other spoils of victory, until 1776, when it was purchased from the Government by the Lutherans at Lunenburg, and hung in their newly erected church." It was rung for the first time, August 11th, 1776. Total cost, £27 16s. 5d.

A second church was built 1840 and 1841, by free subscription; and was named the "German Lutheran Zion Church." It was 42 x 62 feet, and cost about \$5,000, besides a large amount given in labor and materials.

The money chest, which was kept in the old church, and brought from Germany, is quite a curiosity. It is about four feet long, by fifteen inches wide, made of very hard wood, and lined with iron. The corners, on the outside, are also covered with iron, and bands of the same material are placed round the front, ends, and part of the back. It is fastened with three locks, two of which are of peculiar construction. Through a hole in the cover was passed the collection made on each Sunday. The chest is stamped in the four corners and centre of the top, and in other places with an ornament of circular design. The hinges and lock fastenings are secured with heavy rivets.

Two blackboards, and tickets of large size, pasted on wood, with numbers from one upwards are still to be seen. The boards were formerly placed, in accordance with an old custom, on the sides of the church, and the numbers of the hymns to be sung, with the verses, were put on them by the sexton before the time for service, so that the whole congregation might know where to find the words, without waiting for their announcement by the minister.

The plate used in the celebration of the Holy Communion was presented to the Church, at different times, by D. C. Jessen, and Philip Rudolf, Esquires.

St. Luke's Church, nearly midway (on the main road) between Lunenburg and Bridgewater, was dedicated for divine service on the first Sunday in Advent, 1879. The clergy present were Revs. D. Luther Roth, A. L. Yount and J. A. Scheffer. The building is in Gothic style, 28 x 41 feet, with a neat spire.

On the 30th of September, 1880, the corner-stone of a new Lutheran church in Upper Branch, was laid, with appropriate ceremonies, and a copy of the Bible and other articles were deposited within it.

The pastor, Rev. A. L. Yount, of Bridgewater, led the services, assisted by the Rev. Chas. E. Cossmann, and Rev. D. Luther Roth, of Lunenburg; the former delivering in German, and the latter in English, addresses suited to the occasion.

The building, 30 x 40 feet, was soon completed, and named "Mount Zion Evangelical Lutheran Church."

On the fourth Sunday in Advent, December 23rd, 1888, a new Lutheran church in Feltzen South, was dedicated, with special services held by Revs. Rankin, Scheidy, Kohler, Maurer, and Schweinsburg. An address in German was delivered by Rev. Dr. Cossmann.

The Lutherans and Congregationalists built a union church, 32 x 45 feet, at Hemford, Ohio.

In 1888, it was decided to take down the second, and erect a third church, at Lunenburg. The corner-stone was laid in July, 1890, and the building, which is 109 x 73 feet, reflects the highest credit on pastor and people.

On Saturday, February 14th, 1891, a service was held preparatory to the administration of the Lord's Supper. The first sermon was preached by Rev. A. C. Sweinsberg, of Midville, from Exodus iii. 5. On the next morning the sermon was preached by Rev. J. H. Orr, of Bridgewater, from 1 Cor. xi. 23-25. The dedication sermon was preached in the afternoon by Rev. H. W. Roth, D.D., of Chicago. Rev. G. L. Rankin, pastor, Rev. C. E. Cossmann, D.D., Rev. Messrs. Orr, Maurer, and Sweinsberg, took part in the service. The preacher in the evening was Rev. J. Maurer.

Among the beautiful windows is one in remembrance of the life-long work of the Rev. Dr. Cossmann. It was said by the late Rev. W. H. Snyder, rector of Mahone Bay, "If ever a man served a people faithfully, Mr. Cossmann has done it."

The sixtieth anniversary of Dr. Cossmann's ordination was celebrated in the church on Sunday, September 16th, 1894. The building was richly adorned with flowers and densely packed with people. The services were very interesting, and an eloquent address on Dr. Cossmann's labors was delivered by Rev. A. C. Sweinsberg. Resolutions were submitted by the pastor, Rev. G. L. Rankin, who read an address to the aged clergyman. A most touching reply was made by Dr. Cossmann, who was moved to tears, and asked all present to pray with him. Hymn 276 having been sung, he pronounced the benediction.

Rev. D. Luther Roth became pastor of the Lunenburg Church in July, 1876, and resigned in 1885, in which year, on the 9th of September, he was succeeded by the present pastor, *Rev. George Luther Rankin*. These clergymen belong to the Pittsburgh Synod of the Evangelical Lutheran Church, in connection with the General Council of North America. Both are natives of Pennsylvania.

METHODIST.

The first church at Lunenburg was erected in 1813. *Rev. George Orth*, who preached in German, was the earliest settled minister. The church was for some time unfinished, with rough benches for seats. There was a young assistant named Snowball.

Mr. William T. Waterman, of Queen's county, said, shortly before his death, that he was led to a Christian life by a prayer offered by Mr. Snowball in a service at Lunenburg.

The following appears from a statement published in November, 1894:

"On the 24th of January, 1817, Jacob Hamge and wife deeded to Rev. George Orth, lots 6 and 9 alongside the church property for £50, upon which the Methodist parsonage was erected. This property came into the hands of the trustees on the 1st day of November, 1831.

"In 1819, there were only ten circuits in Nova Scotia, which, with three in New Brunswick and two in P. E. Island, made one district under the English Conference. Lunenburg was the last circuit formed, and at this time had a membership of seventy-five, including Petite Riviere and the surrounding country.

"In 1821, the renowned William Black, founder of Methodism in Nova Scotia, spent some weeks in Lunenburg. Many of his sermons were repeated in German to the congregation by the minister. On one Sabbath morning Mr. Black administered the Lord's Supper to as many as one hundred communicants, but only ten of these were residents of the town.

"Dr. T. W. Smith ('History of Methodism in E. B. America') shows that by 1822 the Lunenburg Circuit included Petite Riviere, La Have, Ritcey's Cove, Mahone Bay, and the surrounding country.

"Rev. Thomas H. Davis was the second minister stationed here, and he will ever be remembered as the man who tried to have all the services and business meetings conducted in the English language."

Rev. Matthew (afterwards Dr.) Richey was in Lunenburg for a few months in 1824.

"In 1865, during the second year of Rev. J. J. Teasdale's ministry, the church proved too small for the increasing congregation, and after considerable discussion it was at last decided to saw the church down through the middle, and removing one part ten feet from the other, add that length of space in the

centre of the church. Again, on the 20th of February, 1871, an agreement was made for the enlargement of the church by extending it twenty feet at the north end 'with a circle thereto for the choir.'

"This was during the pastorate of Rev. Joseph Gaetz. Then on June 2nd, 1882, a meeting was held for the purpose of fixing upon a site for the present church. Rev. A. S. Tuttle in the chair.

"The corner-stone was laid October 17th, 1883. After the formula had been read by the pastor, Rev. Wm. Brown, and stirring addresses delivered by Revs. Fisher, Lockhart and Miller, and inspiring singing by the Sunday School children, under the leadership of Mr. Joseph Selig, the corner-stone on Cumberland street was well and truly laid by the pastor's wife, Mrs. Wm. Brown. The church measures 56 x 112 feet, and is amply fitted with a basement and class-rooms.

"On Sunday, March 15th, 1885, the church was opened, when appropriate sermons were preached in the morning by Rev. J. Gaetz, in the afternoon by Rev. J. J. Teasdale, and in the evening by Rev. Wm. Brown. Crowded audiences greeted each speaker, but more particularly in the afternoon, when it is supposed that fully fifteen hundred were accommodated in the spacious edifice."

The following ministers of the denomination have also been stationed at Lunenburg: Revs. George Miller, Henry Pope, John Marshall, Wm. E. Shenstone, Wm. Webb, John Snowball, William Wilson, Roland Morton, Joseph Hart, Charles Stewart, Richard Weddall, James Buckley, John Teasdale, G. O. Huestis, Joseph Gaetz, Richard Smith, Thomas Rogers, M.A., A. S. Tuttle, Wm. Brown, John Johnson, W. H. Langille, J. J. Teasdale, and J. L. Batty.

Rev. John Marshall, above named, grandfather of Wm. E. Marshall, Esq., Barrister, Bridgewater, died at Lunenburg, July 12th, 1864.

The centenary celebration of the death of the Rev. John Wesley, M.A., was postponed from 2nd of March, 1891, on account of election meetings, and held in Lunenburg on the

17th of the same month, in the Methodist church, which was well filled. An eloquent sermon was preached by Rev. A. W. Nicholson, of Liverpool, district chairman, from Deut. xxxii. 11, 12. In the afternoon, a great crowd of people were entertained by speeches, band music, and singing of hymns. Rev. Mr. Nicholson took the chair, and gave the opening address. He was followed by Rev. S. F. Huestis, of Halifax, on "The nature of the celebration being held;" Rev. J. L. Batty, of Ritcey's Cove, on "Personal Reminiscences of Epworth and other Associations of Wesley;" Rev. W. H. Langille, of Lunenburg, on "Wesley among his Contemporaries;" Judge Chesley, on "The Mission and Achievements of Methodism in the Nineteenth Century," and Rev. Joseph Gaetz, of Halifax, a former Lunenburg pastor, on "Methodism and Money."

In the evening a very large congregation gathered in the church for an evangelistic service. Addresses were delivered by Revs. Nicholson, Huestis, Gaetz, Williams, and Batty, and several laymen, including Mr. Solomon Mackey, of Northfield. A cornet and clarionet well played were a great assistance to the choir with their fine organ. The singing was heartily joined in by the whole assembly.

ROMAN CATHOLIC.

The Chapel at Lunenburg (St. Norbert's) was completed about 1840, in the time of the Rev. Edmond Doyle, who succeeded Rev. Mr. Kenney. A glebe house was also built. Over fifty years ago, Father O'Reilly lived in Lunenburg. He had been a missionary among the Indians in the West, and for three years had not seen the face of a white man. The districts these priests had to serve were very large, extending into several adjacent counties. Rev. E. Doyle drove a pair of small ponies, with which he made long journeys to Caledonia and other places.

The county was for many years visited by priests who lived elsewhere. Rev. David O'Connor was the officiating priest in 1851. He left in October, 1862.

Rev. P. Danaher came from Liverpool in 1861, and Rev. Jas. Kennedy, from Windsor in 1862.

Rev. E. Kennedy, who resided in Liverpool, visited this county, commencing in October, 1865, and continued his visits for five years, with an interval, during which Rev. J. R. Lovejoy lived in Chester.

Rev. David O'Connor again officiated in this county (coming from Liverpool) about 1871.

The names of other priests are given in those parts of this work which relate to Chester, and Bridgewater.

BAPTIST.

The history of this Church in the county, referred to elsewhere in this work, states: "In 1812, the Lunenburg Baptist Church was organized at North-West, and the Chester Church and this church are to be regarded as the parents of all the other Baptist churches in the county, New Ross, Chelsea, Bridgewater, New Germany, Tancook, Dayspring, New Cornwall, Pleasantville, and Lunenburg town.

"The La Have (now Dayspring) Baptist Church is an offshoot from the North-West, or Lunenburg Baptist Church, and was organized on the 15th of November, 1853. When the pastorate of the Lunenburg Church was settled in charge of Rev. Maynard Parker, the La Have Church was formed, under the pastoral care of Rev. Bennett Taylor, who continued to cherish it during his life."

The Baptist church in the town of Lunenburg was built in 1884. The resident pastors have been Revs. S. H. Cain, J. W. Brown, J. S. Brown, and E. N. Archibald who is now in charge.

A very great improvement has taken place in church architecture. Some of the churches in this county, erected or reconstructed in recent years, are highly creditable to the people. Those have nearly become things of the past which answered to the description of M. Dièrville, who, in 1708, writing of one at Port Royal, said, it was more like a barn than a temple of God.

CHAPTER VI.

Biographical Notices of prominent persons, other than Clergymen,
who have lived in the Town of Lunenburg.

JOHN CREIGHTON, the first person named in the Lunenburg grant, was born in 1721, at Glastonbury, in England, (a town famed for its "ruinous remains" of one of "the great abbacies of the Middle Ages"), and came to Nova Scotia in 1749, with his wife and four servants, in the *Charlton* frigate, Captain Richard Ladd, in the expedition with Governor Cornwallis. He was a lieutenant in the army, and served under George II. and III., saw some hard service on the Continent of Europe, and was wounded in the battle of Fontenoy. He was "among the officers discharged at the peace of Aix-la-Chapelle, in 1748, and was placed on the half-pay of Colonel Warburton's Regiment of Foot."

Colonel Creighton was sent by Lord Cornwallis to settle a number of the first emigrants from Germany at Lunenburg; and was commanding officer of the block-house, then situated in Cook's lot, when the town was invaded by American privateers. As Colonel of the militia he was much respected by the men who served under him. He was a Justice of the Peace, Judge of Probate, and a Judge of the Inferior Court, was esteemed a shrewd and clever magistrate, and was generally consulted on matters of public importance. In 1798, he gave £100 to the funds raised by "loyal subscriptions" in aid of Government.

Lord William Campbell, in a letter dated September 17th, 1767, wrote: "Mr. E. Crawley is returning to England, and resigns his seat in the Council;" and he recommended in his place "Mr. John Creighton, who served as an officer in the army until the reduction of the troops in 1749, and since that time in this province, as a magistrate and Justice of the Court of Common Pleas, with a fair character and reputation: and I

further recommend him to your Lordship as a person perfectly attached to His Majesty's person and Government, and very capable of advising in the Council of this province."

Mr. Creighton was appointed, and took his seat in the Upper Branch. He died at Lunenburg, on the 8th of November, 1807, aged eighty years. His children were, John, father of the late Hon. John Creighton, Q.C., M.L.C., a lieutenant in the 19th Regiment, and afterwards captain in the Nottingham Fencibles, who served with the Duke of York in Holland; Joseph, a colonel, formerly residing at Halifax; and Charles, a lieutenant in the army; Sarah, wife of the late Judge Wilkins; Lucy, who married the Hon. H. N. Binney; and Jane, unmarried. A monument was erected to his memory by his children, in St. John's Church, Lunenburg.

Leonard Christopher Rudolf, the second proprietor named in the original grant, was the son of John Christopher Rudolf, gentleman, a descendant of the old family of Von Rudolf, of Thuringen, and was born at the village of Illesheim, three miles from the Imperial city of Windsheim, in Francony, Germany, where his father was secretary to the Ancient Free Barons of the Empire.

When seven years old he was sent to school at Windsheim, where he remained eight years, attending the various classes in the *Gymnasium Illustre*. After being some two years in a business establishment at Roegen, he entered the service of the private secretary to the Duke of Wirtemberg. Several years after he became secretary to Prince William Von Durlach, who finally appointed him lieutenant in an infantry regiment. In 1746, he attained the rank of Captain.

In 1751, having been persuaded by his friend Dr. Erad, he came with him and his family to Nova Scotia, under the protection of Lord Halifax. He states in his journal (which, as showing his recognition of the Supreme Being, he commenced with the following ascription: "Glory, honor, praise, thanks and adoration to the almighty, everlasting God, through Jesus Christ—Amen") that he was appointed overseer, and his friend, medical adviser, to a company of immigrants. He was nomin-

ated a Justice of the Peace, for his services in which office £50 was voted to him, June 6th, 1761, and he was connected with the first settlement of Germans and others. He wrote: "I built in four months a small, but strong house." His son, Francis J. Rudolf, father of the late John Joseph Rudolf, and grandfather of J. Jessen Rudolf, was born in this house, May 18th, 1761. It was moved back on the same lot and added to, and is now occupied by Captain John Hebb. Mr. Rudolf was a Judge of the Inferior Court, first Registrar of Deeds, Colonel of Militia and Member of the House of Assembly for many years. He died in Lunenburg, May 20th, 1784, aged seventy-four years, and was buried under the Lutheran church, of the congregation of which he was a member.

Detleb Christopher Jessen was born at Holstein, in Germany, on the 25th of February, 1730; came to Halifax in 1752, and soon afterwards to Lunenburg. He was a Justice of the Peace, Judge of the Inferior Court, Registrar of Deeds, Lieutenant-Colonel of Militia, Member of the House of Assembly, and a Commissioner to distribute the farming implements and rations sent out for the early settlers. In 1785, he was appointed Collector of Impost and Excise. He held the office in 1791. Mr. Jessen was a liberal benefactor to the Church of England, having subscribed £140 in aid of the funds of St. John's Church. The Lutheran Church is also indebted to him for a silver paten and two chalices. He died at Lunenburg, August 12th, 1814, in the eighty-fourth year of his age, and a monument was erected to his memory in St. John's Church, Lunenburg.

Mr. Jessen, shortly before his death (August 9th, 1814), requested the attendance of the rector and wardens at his house, and addressed them as follows:

"The kind providence of God has been pleased to spare my life till this happy moment, wherein I have it in my power to manifest my love and high regard for the Established Church in this place, by presenting it with a bell for the steeple and a complete set of plate for the altar, for the sole use of said Church.

"I am now upon my death-bed, and, perhaps, to-morrow may

be in eternity (the awful sense of which is now deeply impressed upon my mind), to appear before God to give an account of my stewardship both as a public officer and private member of this society. With these the few last breaths of my life, I pray the peace of God upon you, and that when you hear the bell performing its duty in calling you to assemble at the house of God to worship Him, and that when you see the plate displayed at the altar for the administration of His Holy Sacrament, you may remember the prayer of this your brother and fellow-member of this church. That the peace of God which passeth all human understanding may rest upon you, and that each member in his vocation may adorn the doctrine of our Lord and Saviour Jesus Christ, as taught and preached in this church, is the fervent and devout prayer of your affectionate and dying brother,

D. C. JESSEN."

The whole cost of the articles named above was £133 19s. 3d.

Philip Augustus Knaut came from Saxony. He and *Otto W. Schwartz* arrived at Halifax in the frigate *Canning*. At the first settlement of Lunenburg he was a coroner, and performed the duties appertaining to the office of sheriff. He was also a Justice of the Peace, kept one of the earliest stores opened in Lunenburg, and represented the county in the first Nova Scotia Parliament. He dealt largely in furs, purchased from the Indians, and it was said "that is the way he made his riches." Mr. Knaut left three children: Catharine, who married Mr. Newton, collector at Halifax; Sarah, and Benjamin who became Sheriff of the county. Some of Mr. Knaut's descendants still reside in the counties of Lunenburg, and Queen's.

Among the earliest settlers at Lunenburg, was *Martin Kaulbach*, who came from Germany, and whose heirs are included in the list of original grantees. His son, *Henry Kaulbach*, was appointed Sheriff of Lunenburg in 1798, and was succeeded in that office by his son, the late *John H. Kaulbach*. One of *Martin Kaulbach's* great-grandsons, *Hon. Henry A. N. Kaulbach*, Q.C., was returned in 1863 to represent the county in the Provincial Legislature, and was afterwards called to the Senate, and another grandson, *Charles E. Kaulbach*, was first returned

in 1778, as representative for the county in the Dominion House of Commons. Martin Kaulbach was a voter at the first Lunenburg election of Members of Assembly.

Robert Bethel was one of the most worthy of the early inhabitants of Lunenburg. He was born in Chester, England, in 1753, the year of the settlement of his afterwards adopted home. Before coming to the county he had been employed in the service of the Customs in Boston, New England. When war broke out between England and the United States, he joined the Orange Rangers, and after four years' service as lieutenant was promoted to the rank of captain. On the reduction of that corps he came to Nova Scotia, and settled in Lunenburg, where he held several important public offices. He was much esteemed, and bore the character of a truly honorable man. His death occurred at Lunenburg, February, 1816.

Edward James was one of those intimately connected with the advancement of the county at a later date. He was born at Southampton, England, in 1757, and came to Lunenburg from New York, about the year 1780. Mr. James entered the Navy as midshipman at Portsmouth, in H.M.S. *Dunkirk*, sixty guns, and went to the West Indies. He also served on board the *Resolution*, and the *Centaur* (an old French ship), and afterwards came to America in the *Roebuck*. His ship and two others having been ordered to cover the landing of a body of troops, he was severely wounded and taken to New York, where he remained six months. There he left the navy, by permission, and joined the army, obtaining a commission in the King's Orange Rangers, a regiment raised in New York, and commanded by Colonel John Bayard. He was at the taking of Fort Washington, where he was wounded; also at the taking of Fort Lee, and afterwards came to Halifax with British troops commanded by Sir Henry Clinton. Mr. James served His Majesty faithfully during the revolutionary war in America, and was with the troops detached from New York by the above-named officer, and sent up the North River to reinforce the army under General Burgoyne. The Orange Rangers were disbanded at Halifax, and in that year Mr. James was put on

half-pay. He held the office of Sheriff of Lunenburg, was a Justice of the Peace for over fifty years, and Custos of the county from 1823 to the time of his death.

He married Sarah, daughter of Philip Knaut. They had six sons and six daughters. Mary Ann married Rev. Adam Moschell, and Eleanor married the late John Koch, of Upper La Have. Mrs. Koch was a widow fifty-two years, and died in 1880, in her eighty-eighth year. They had one son and seven daughters. One of the latter is Mrs. James Grinton, living at East Bridgewater. Arthur James, one of the sons of Edward James, was the father of Edward James, who formerly represented this county in the House of Assembly, and of the late Mrs. John N. Hebb, of Bridgewater.

John Harley, Esq., M.D., was born in London, educated in Dublin, and studied medicine in that city with his uncle, Richard Clarke, during an apprenticeship of seven years, receiving, in 1797, from Andrew Thynne, M.D., a certificate of his diligent attendance on the lectures prescribed. After graduating, he went to Portchester Castle, where there were five hundred French prisoners, many of whom were ill with typhus fever, to which disease he paid particular attention. He was persuaded by a brother, who was coming to America, to accompany him, but he was so disappointed with the country, that if he had not written for his wife to come out, he would have returned. His sons John and Thomas, and his daughters Mary and Charlotte, came with him. They had a very rough passage of sixty days, and suffered much with sea-sickness. Three years were spent in Boston, where Dr. Harley heard from a gentleman who lived in Lunenburg, that typhus fever prevailed in the town, and that there was only one resident doctor, and he decided to remove there. In dealing with the disease, he was very successful, and it is said he lost but one patient—a man who, when becoming convalescent, went into his garden and ate green cucumbers. Dr. Harley lived in Lunenburg many years, and had a very extensive practice.

Owing to want of proper roads, much of a doctor's travel had to be done in the saddle, and Dr. Harley had many long

and hard journeys in that way. He once nearly lost his life by his horse breaking through the ice, while returning from a visit to Martin Henneberry, of Chester. In 1832, Sir Peregrine Maitland appointed him surgeon in the Lunenburg militia. He died October 12th, 1846. His wife died January 14th, 1858, aged seventy-eight years. The Harley house in Lunenburg was on the site of the present imposing residence of James Rudolf, Esq. The last of the family who lived there was Miss Charlotte Harley, who died in Geneseo, Illinois, U.S., April 17th, 1894, aged ninety-three years.

Hon. William Rudolf, son of John Christopher and Elizabeth Rudolf, and grandson of Leonard Christopher Rudolf, one of the earliest settlers, was born at Lunenburg, June 6th, 1791. He was in early life in a West India business, in the firm of William Rudolf & Co. A member of the Church of England, he engaged actively in promoting its interests. He was elected a member of the House of Assembly in 1827, and served in that capacity until 1837, when he was appointed to a seat in the Legislative Council, holding that position until his death, January 1st, 1859, in his sixty-eighth year. Mr. Rudolf was a Justice of the Peace, Lieutenant-Colonel of 1st Battalion Lunenburg Militia, Postmaster, Registrar of Deeds, and held at different times other public offices. He was twice married—first to Catharine Stevens, of Halifax, who died at the early age of twenty, and second to Anna Matilda Oxner (a daughter of John Nicholas Oxner and Anna Barbara Kaulbach, a sister of the late Sheriff Kaulbach), by whom he had six children.

Anna M. Rudolf, widow of the late Hon. William Rudolf, and for many years Postmistress at Lunenburg, died December 14th, 1886, in the seventy-sixth year of her age. She was ill for some time previous to her decease, waited for her summons in quiet submission to God's will, and passed away without suffering. Mrs. Rudolf was a willing worker in the interests of the Church of England, to which she belonged, giving cheerfully pecuniary and other aid, as required. She was a loving and devoted wife and mother, and a very kind and warm-hearted friend. Those who visited at her house can well remember

the cordial welcome they received. The surviving members of her family were three sons, W. Norman Rudolf (England); James Rupert Rudolf, of Lewis Anderson & Company; J. M. Moyle Rudolf, Manager of Dominion Savings Bank; and one daughter, Louisa, wife of Charles Gray, Esq., M.D., Mahone Bay.

On the day of the funeral, a cablegram announced the death on the same day of her son, W. Norman Rudolf, who had been engaged in business in Pictou, N.S., and afterwards in Glasgow, and Liverpool, G.B. He was a man of good business ability, upright and honorable, "kind and considerate to the poor and needy," and ready to all good works. The writer had personal experience of his kindness on his first visit to Pictou.

Anna B. Oxner, mother of the late Mrs. William Rudolf, and sister of the late Sheriff Kaulbach, was born in Lunenburg. She was married twice, had a family of seventeen children, and lived for many years at Lower La Have, in what is known as "Big House," from which a very beautiful view is had, where the warmest hospitality has always abounded.

A privateer once came in by "Oxner's shoal," off the entrance to La Have River. Mrs. Oxner was in the garden picking cherries, and heard cries from the crews of three small coasting vessels, which were being closely pursued. She called her husband, and bravely followed him with a fire-brand to the fort on the hill above their house, where they fired a gun and hoisted a flag, as signals for the people to assemble. A shot from a 12-pounder, tearing up the water, hit the enemy under the bow, when she turned about and sailed towards Ironbound Island.

When eighty-four years of age, Mrs. Oxner, with her son Ephraim, walked eight miles of the way to Lunenburg, and went the remaining two miles in a boat. He stopped, thinking she required rest, and heard her say, "Come along, you are only playing on the road." They had left home at an early hour, and arrived in time for breakfast at Sheriff Kaulbach's. In the forenoon she went to Hon. J. Creighton's and spent the day, and in the evening was one of the guests at a large party

at Mrs. George Oxner's, where she remained till two o'clock the next morning. Telling this, she said, "I didn't mind it." She was wonderfully erect and vigorous, even in advanced age, and, as she always had been, noted for great kindness. Two of her children (Joshua and Arabella) still reside at the old homestead. Her sister, Mrs. George Oxner, died at Lunenburg in 1887, aged ninety-three years. She was a very active old lady, and was only sick for about three weeks before her death.

Godfrey Jacobs, Esq., M.D., who was born at Halifax, died at Lunenburg, May 28th, 1863, aged sixty-nine years. He was skilful in his profession, which he practised in Lunenburg and the surrounding country for forty years, and was highly and deservedly esteemed. His wife was Mary Ann, eldest daughter of Rev Thomas Shreve. Three sons of the Doctor became members of the same profession. One of them, James Stannage Jacobs, M.D., called after Rev. John Stannage, practised in Lunenburg thirty-one years, and died there, February 3rd, 1891, aged fifty-four years. He married at St. John, N.B., Henrietta, daughter of Lieutenant Samuel Huyghue, 60th Regiment. Their daughter Florence Edith is the wife of Charles W. Lane, Esq., Barrister.

John Heckman, born in Lunenburg, and who died there, April 21st, 1871, aged eighty-six years, was an upright and straightforward man, very highly and deservedly esteemed. He sat for twenty-eight years as a representative in seven Parliaments, from 1819 to 1847, and was called the Father of the House of Assembly. He held high rank in the militia, and was *Custos Rotulorum*, and Registrar of Deeds for many years.

Adolphus Gaetz, Esq., was born in Wertheim, River Main, Germany, May 13th, 1804, and came to Lunenburg in August, 1832. He was in business there for some years as a dry goods merchant; filled the office of Registrar of Probate for eight years, and was County Treasurer for fourteen years. He died April 12th, 1873.

Mr. Gaetz was an honorable and upright man in all the relations of life. He kept a very neatly written journal of events as they occurred, from 1855 to 1873, to which, through

the kindness of his son, William A. Gaetz, Registrar of Probate, the writer is indebted for information.

Hon. John Creighton, Q.C., M.L.C., grandson of the Colonel Creighton who was one of the earliest residents of Lunenburg, was born in Somersetshire, England, and came to Halifax when quite young. He has been described by those who knew him there, as a remarkably neat and gentlemanly lad. He studied law at Halifax, in the office of the first Judge Wilkins, and was admitted an attorney in 1816. In 1825, he was made a Queen's Counsel, and had for his circuit as Crown Prosecutor, the south shore from Lunenburg to Yarmouth. He continued to discharge his professional duties up to the time of his last illness. He was a member of the House of Assembly for many years, and was appointed to the Legislative Council in 1859. He was one of the Provincial Government when the late Hon. Judge Johnston was Premier; and President of the Legislative Council at the time of his death, which occurred at Lunenburg, March 16th, 1878, at the age of eighty-four. His decease was noticed in the House of Assembly, on the 18th of March, by the Hon. P. Carteret Hill, Premier, who referred to "his great professional knowledge and industry, his wisdom, sound judgment, and unbending integrity," and moved that the House should, as a mark of respect, adjourn until the next day at three o'clock. S. H. Holmes, Esq., Leader of the Opposition, seconded the motion, and, in closing, said: "It is appointed unto men once to die, but the Hon. Mr. Creighton has departed full of years, and full of honors, and I heartily concur in the propriety of adopting the resolution moved by the Hon. Provincial Secretary." It passed unanimously.

In the Legislative Council, on the same day, Hon. Robert Boak referred to the death of their late President, and expressed the esteem in which he had held the deceased. He moved that the House do adjourn. This was seconded by Hon. Samuel Creelman, who said that Mr. Creighton had occupied the position of a teacher in the Council. He could say that he had learned much at his feet. For some years he had been the only legal member of the House, and the correctness of much of the

legislation during the time he sat here, was the result of the keen insight which he bestowed upon the various measures which came before the House. He was sure that they all felt grieved and sorrowful at the death of their late friend. The motion was supported by other gentlemen, and passed unanimously.

John H. Kaulbach, Esq., was the grandson of Martin Kaulbach already referred to, and was born in Lunenburg, April 10th, 1797, and died there, February 25th, 1879. His father, Henry Kaulbach, who died in 1833, held the office of High Sheriff for thirty years, and resigned it in 1828, when the subject of this notice was gazetted to fill the same. Father and son held it for eighty years. The predecessors of the Kaulbachs in the office of Sheriff, were, in the order of appointment, Philip Knaut, Benjamin Knaut (Philip's son), William Dalton (1784) and Edward James (1788).

The last Sheriff Kaulbach married, in 1826, Sophia Frederica, daughter of the late Adolphus Newman, Esq. She was a most estimable lady, and died at Lunenburg, August 14th, 1889, aged eighty-seven years. They left four children, Hon. Senator Kaulbach, Archdeacon Kaulbach, Charles E. Kaulbach, M.P., and Sophia, widow of the late Hugh M. Moyle, Esq., Collector of Customs.

Mr. Kaulbach was very closely attentive to the duties of his office, and bore throughout the Province the reputation of an excellent sheriff. He frequently stood between the poor and the removal of the property on which he had to levy, and was a kind-hearted man. At the same time he looked out well for his rights, and acquired a considerable fortune. He was a "total abstainer," and in his correct style of living set a good example to all who knew him. He was always active and vigorous, and performed many of his longest journeys on horseback, even to an advanced age. An attached member of the Church of England, he was a constant attendant on her services in his native town. He was a man of fine presence, and when presiding at the court-house on election days, with his cocked hat and sword, made a very imposing and martial appearance.

During the election riots in Pictou, Sheriff Kaulbach held a commission as sheriff for that county.

Mrs. Charles J. Rudolf, a sister of the late sheriff, died at Upper La Have, April 2nd, 1882, aged eighty-one years, greatly esteemed and regretted.

Robert Scott was born in Halifax, and died at Lunenburg, September 7th, 1879. He was for many years engaged in mercantile business, and was a prominent citizen, much esteemed in the community. His wife was a daughter of the late John Heckman, M.P.P.

One of the best men who have lived in the county, was *Judge George T. Solomon*. He was born at Halifax, N.S., A.D. 1800, and was the youngest son of John Solomon, Captain in the Duke of Kent's Nova Scotia Regiment. Three of his brothers, John, Edward and Charles, received commissions in the army through the influence of the Duke, who was a great friend of the family. One of his sisters, Charlotte, married Colonel McKenzie, of the 4th King's Own Regiment, and died in Australia. Another sister, Caroline, married Hon. Hibbert Binney, grandfather of the late Bishop of Nova Scotia.

Mr. Solomon was educated at Windsor, studied law with Hon. Richard J. Uniacke, was a fellow-student of the late Beamish Murdoch, Q.C., admitted a barrister in 1822, and held the office of Judge of Probate for many years. He married Jane, second daughter of the late John Pernette, Esq., West La Have Ferry, and they lived to celebrate their golden wedding.

On the 1st of September, 1863, Mr. Solomon commanded the 1st Regiment of Lunenburg Militia, called out on that day for drill, none having been held for over twenty years.

In March, 1864, he received the distressing news of the death of two sons. A telegram came at noon that John, his eldest son, master of a ship owned in Canso, had been drowned. When last heard from, he had arrived at Philadelphia, and was loading there for another port. A few hours afterwards Mr. Solomon heard that his son George had been lost overboard from the ship *Tecumseh*, bound for Liverpool, England, four days after the voyage commenced. The sympathy felt for the

good old man and his family in their great grief, was deep and widespread.

Mr. Solomon died August 19th, 1882, and his wife, February 17th, 1892, aged eighty-six years.

He was a typical gentleman, "one of the olden time." In his professional duties and in all his relations to God and his fellowmen, he was just and true in the strictest sense. During his long life in Lunenburg he was universally esteemed, and the large concourse of clergy and laity who attended the interment, showed how great was the loss sustained by his death.

Robert Lindsay, Esq., died at Lunenburg, December 11th, 1883, aged sixty-five years. He was a native of Castle Douglass, Kircudbrightshire, Scotland.

The notice of his death, published at Lunenburg in the above-named year, stated that "he was one of our most highly respected merchants and citizens. He came to Nova Scotia over forty years ago, and established himself in a general dry goods business in this town.

"The tidings of his death will be heard with regret by his numerous friends in Lunenburg and the county generally. As a citizen he was ever ready to advocate and support anything calculated to advance the interests of the town. As a business man he bore a reputation for sterling integrity. He was kind to the poor—in him there beat a kindly and generous heart."

Mr. Lindsay was engaged in shipping, in fishing and foreign-going vessels. He was an enthusiastic amateur farmer, and improved a tract of about twenty acres near the town.

The following additional biographical notices have been taken from local newspapers :

Dr. Joseph Steverman, an old and highly respected resident of this county, passed away on September 24th, 1886, at the advanced age of seventy-seven years and ten months. The deceased was a native of Westphalia, a Province of Prussia, where he studied medicine, emigrating to Nova Scotia in 1830. For five years he practised his profession in Halifax, removing to Lunenburg in 1835. In 1836, he obtained an additional diploma in the College of Physicians and Surgeons, New York,

He married Mary Ann Schrage, daughter of a former prominent and wealthy citizen of Halifax. After about forty years of practice in Lunenburg, he retired, and lived a quiet and secluded life on his beautiful property at Lily Dale. He left two sons and four daughters.

Mr. Charles T. Godfrey, an old and esteemed resident of Lunenburg, died there in December, 1886. He was born in London, England, September 3rd, 1815, and was a son of the late Thomas Godfrey, and came here with his parents some sixty-five years ago. His father held the position of Collector of Customs, having previously been purser in the British Navy, and prize agent at Halifax during the war of 1812. At the close of the war he was recalled to England, taking with him his young bride, and remained there until his appointment of collector for this town. The eldest son, William, was also born in England, and was educated for the Church in this Province, and held the position of Rector of Clementsport, in Annapolis county, for over forty years. The third brother, Arthur, was a projector of the Intercolonial Railway. During his early life Mr. Godfrey occupied many positions of trust, and was postmaster for a considerable length of time. He was honest, sober, and respected in the community.

Stephen Finck, Esq., died at his residence on Friday afternoon, October 21st, 1887. The deceased was born November 8th, 1838. He was a magistrate, and was for several years High Sheriff of the county, Trustee of Common Lands, a fireward, an honorary member of "Relief" fire company, and several times trustee of the public schools, taking a special interest in the well-being of the county academy. Mr. Finck was also agent at Lunenburg for the Merchants' Bank. He was for several years captain in the 75th Battalion, Canadian militia, was subsequently appointed paymaster, and afterwards attained the rank of major. He took a keen interest in rifle-shooting, and was one of the best shots in the country, often attending the annual competitions at Bedford, where he won a number of prizes. He was at one time a warden of St. John's Episcopal Church, and for several years teacher in the Sunday School connected with that church.

Gentle and pleasing in manner, refined in feeling, warm-hearted and genial, though somewhat retiring in disposition, and always most generous towards religious and charitable objects, it is not surprising that he had many friends, and few men in this town would be more generally missed or more sincerely lamented. The simplicity of his life, the rectitude of his character, his unswerving honesty and his sterling worth, gained him universal esteem and affection.

He was buried with military honors. The funeral cortege consisted of a firing party of forty-four men of the 75th Battalion, who fired three volleys over the grave; the band of the battalion, which played "Webster's Funeral March" after leaving the church, and "Pleyell's Hymn" at the grave; a number of his brother officers in uniform, clergymen, doctors, and a very large number of citizens.

Another well-known citizen and upright man, *Mr. Michael Anderson*, carried on a boat-building business for many years. Those who knew him well say that he was scrupulously honest in all business transactions, the best of fathers, a true friend, and was always considered one of the leading citizens of Lunenburg.

John Joseph Rudolf, grandson of Leonard Christopher Rudolf (before referred to) was born in Lunenburg, November 19th, 1807. He had only one brother, Francis Jessen, who died in 1837. He received his education at the Grammar School, Lunenburg, and at the Collegiate Academy, Windsor. He was engaged in the shipping business for many years in partnership with different relatives, and subsequently kept a general store, moving into his late residence and place of business, one of the largest and most commodious in town, early in 1883. He was attentive to business, and was generally liked by those with whom he came in contact. He always manifested great interest in matters connected with the welfare of his native place. He was one of the thirty-two original members of the Lunenburg "Crown" fire company formed in 1829, only three of whom are now living; also Justice of the Peace for the county, and Lieut.-Colonel of the 2nd Battalion of Lunenburg Militia. He

was made a Master Mason in 1828, but was not actively connected with the Masonic body during the latter part of his life. He passed away calmly and peacefully on the afternoon of Sunday, the 20th of November, 1887. His widow, Mary Caroline, died in April, 1890, in her eightieth year.

Lewis Anderson, Esq., died at Lunenburg, on the evening of Wednesday, April 11th, 1888.

The deceased gentleman had for many years occupied a most prominent place amongst the leading townsmen of Lunenburg, being known throughout the surrounding country as a man of sterling qualities. His remarkably clear judgment and keen foresight enabled him to plan and carry out successfully, the most extensive undertakings connected with the chief business in which he was engaged for more than a quarter of a century, as a West India merchant.

Withdrawing from the firm of J. D. Eisenhauer & Co., he purchased the property known as Anderson's wharf, taking into partnership Mr. James R. Rudolf to assist him in his new venture, under the name of Lewis Anderson & Co.

A man of the strictest integrity and honor, he was respected and esteemed by all. He was courteous, affable and easily approached. A true friend, large-hearted, sympathetic, kindly, he was ever ready to give advice or to relieve distress whenever it was brought to his notice.

On Monday, April 1st, 1889, *Henry S. Jost, Esq.*, an aged and venerable citizen, was taken ill, and at 7.30 o'clock the same evening, died of congestion of the lungs. Mr. Jost was born in the city of Halifax, on the 28th of May, 1804, and, consequently, was in the eighty-fifth year of his age. In 1826, he removed to Lunenburg, being in the mercantile trade here for more than forty years. Before leaving Halifax, Mr. Jost joined the militia as a private, and after coming here worked himself, step by step, into the office of Lieut.-Colonel, a rank which he held in the reserve militia at the time of his death. In 1848, he was made a magistrate, and in 1851, was first elected to represent Lunenburg in the Parliament of this Province. He contested the county in 1855 and 1859, and was defeated both times, but was

successful in 1863, defeating the Hon. Joseph Howe. The deceased was a warm supporter of Confederation, and for a decade or more was Custos of this county, until the law was changed. He was a Free Mason of sixty years' standing, and was also District Deputy Grand Master. He filled the office of Overseer of Fisheries for the County of Lunenburg, to the satisfaction of the public.

One of Mr. Jost's daughters is the wife of Mr. Daniel J. Rudolf, of Finck & Co. A son, Mr. H. M. Jost, was postmaster at Lunenburg, and died there, May 28th, 1891.

On Thursday, September 15th, 1892, *George Acker*, the oldest person in or around Lunenburg, was called away. "He was born April 20th, 1799, and was therefore ninety-three years of age last April, and up to within a day of his death he was hale and bright, and his intellect vigorous. His memory was excellent, and he could relate many of the notable events since 1815, and often spoke of hearing the explosion at the blowing-up of the privateer *Teazer* in Mahone Bay on the night of the 13th of June, 1813. He lived in two centuries, and under four sovereigns, viz., George III. and IV., William IV. and Victoria. He was very intelligent, and was an active business man before most now living were born, having begun packeting between Lunenburg and Halifax eighty years ago, which business he continued fifty-four years. He was married sixty-five years, and left a wife eighty-five years of age, thirteen children, thirty-two grandchildren and thirteen great-grandchildren. The homestead which he always occupied was granted to his grandfather in 1754, and has been left to his son George, who worked on it from boyhood, so that it still remains in the hands of George Acker, he being the fourth one of that name to hold it.

Charles C. Aitken, Esq., M.D.—The *Progress* of August 14th, 1895, contained the following notice of the decease of the above-named gentleman: "About two months ago, Dr. Aitken remarked to a friend that he was not feeling well. He, however, kept on practising till some two weeks later, when he was compelled to take to his bed and become the patient of Drs.

Mack and Gray. In the face of their best efforts, seconded by careful nursing, he gradually sank, expiring at eleven o'clock on Saturday evening at the age of seventy-one. Deceased was a son of Lieutenant Roger Aitken, of the Royal Navy, and grandson of the Rev. Roger Aitken, who came from Scotland to Lunenburg in 1816, and for eight years performed the duties of rector of St. John's Church. While his father was rector, Lieutenant Aitken visited Lunenburg, married a daughter of Dr. Bolman, and afterwards resided here. Unto this couple were born two children, one being Charles C., who, after obtaining a good common school education, became a student at King's College, Windsor. On finishing a collegiate course he went to Trinity Bay, Newfoundland, and there studied medicine with Dr. Goff, and a few years later on he graduated at Harvard. Shortly after becoming an M.D. he settled in Pictou, where he practised for some time. Eventually he moved to Bridgewater, and two years later returned to his native town, where he built up a wide practice, made hosts of warm friends, and enjoyed the confidence of the community at large till the last moment of his life. This will be apparent when it is known that all through Sunday, and up to the closing of the casket on Monday, men and women in numbers from the outlying sections came to town to take a parting look at one who had been their family doctor for well on to forty years." The funeral was attended by seven clergymen, five medical men, the resident barristers, and a large concourse from town and country.

In the cemetery at Lunenburg, near to handsome monuments erected for members of the Kaulbach family, is one in memory of the historian of Nova Scotia. On one side is the inscription: "*In Memoriam.* Beamish Murdoch, Esq., Q.C., of this Province, and D.C.L. of King's College, Windsor. Born August 1, 1800. Departed this life February 9, 1876. *Requiescat in pace.*" On the other sides are the mottoes respectively: "Celebrated in Law," "Celebrated in Politics," "Celebrated in Literature."

CHAPTER VII.

Distinguished Visitors and Public Celebrations—First Mayor and Council—Town of Lunenburg.

IN 1821, Sir James Kempt, Lieut.-Governor, visited Lunenburg in the *Chebucto* (Lieutenant Stewart, commander). He was accompanied by Lord Frederick Lennox, and Lieut.-Colonel Arnold.

Amongst the notabilities who have from time to time resided in Lunenburg, was the late General Sir John E. Inglis, who was sent by his father, the last venerable Bishop of that name, in 1832, to St. John's rectory, to pursue under Rev. James C. Cochran, until he should obtain his commission, those studies which might be of service to him in his future profession. While there, he received his commission in 1833. His horse, dog and gun afforded him that recreation with which he was most pleased. He endeared himself to all with whom he was acquainted. He afterwards became, by his deeds of valor, the hero of "immortal Lucknow's tale."

On the 28th of June, 1838, there was a celebration at Lunenburg in honor of the coronation of Queen Victoria. Bells were rung and cannon discharged at sunrise. A grand procession was formed. Militia under Major Hunt as marshal, and Captain Anderson, with music and colors; Sheriff, Chief Justice, Clergymen, Custos and magistrates, gentlemen of the Bar, Doctors of medicine, and people from town and country. A bountiful lunch was enjoyed in "Mrs. Oxner's long room." An eloquent speech was made by the Chief Justice. The proceedings ended with a fine illumination.

CENTENARY CELEBRATION.

The 7th day of June, 1853, was the centenary of the founding of Lunenburg. The following programme of proceedings was prepared ;

Decided that twenty-five rounds be fired from Barrack Hill.

Twenty-five rounds at Rous's Hill, after the oration by the Hon. Wm. Rudolf.

Twenty-five rounds at 4 p.m., at block-house.

Twenty-five rounds at sunset, at block-house.

That John Ernst promise to get men to attend field-pieces and make cartridges.

PROCESSION AT 10 O'CLOCK A.M., FROM COURT-HOUSE.

1st Artillery Company.

Band.

Volunteer Company.

Sheriff, mounted on horseback.

Ministers, robed.

Magistrates.

Gentlemen of the Bar.

Doctors.

Citizens.

Children.

Final fireworks at 8.30 p.m., from Block-house Hill.

On the Sunday previous, Rev. H. L. Owen preached a sermon in St. John's Church, having reference to the event to be celebrated on the following Tuesday, on which day the inhabitants of Lunenburg and the surrounding country kept high festival in commemorating the landing of those who gave Lunenburg "a local habitation and a name," and laid the foundation of that wealth and prosperity which, in the short space of one hundred years, became on every side so clearly discernible. Men they were who well deserved to be thus held in remembrance by a grateful posterity. May each succeeding centenary find the county advancing still more rapidly than it has hitherto done. At sunrise on the day named a salute of twenty-five guns was fired from Block-house Hill, accompanied by the ringing of all the bells in the town. Appropriate services were held in St. John's Church at ten o'clock, after which a procession of the inhabitants, headed by the sheriff, magistrates and other county officials, marched to "Rous's Brook," where an oration was delivered by Hon. Wm. Rudolf, in which he gave an account of the landing of the first settlers on the

spot where they were then assembled, after a long and tedious voyage, and also of the perils and hardships they had endured through the early years of the settlement. At noon twenty-five rounds of cartridge were fired, and the procession re-formed and marched through the town. A third round of twenty-five guns was fired at one o'clock from Gallow's Hill by the artillery company, and the assembled thousands amused themselves in a variety of ways until sunset, when the last round of twenty-five guns was fired from Block-house Hill, and a display of fireworks at the same place closed the deeply interesting proceedings of the day. To commemorate the occasion an oak was planted on the hill where the Academy had been recently erected.

June 9th, 1856, was recommended by the Governor to be kept as a public holiday "to celebrate the peace." Four guns were fired at sunrise, and at noon twenty-one, both from Block-house Hill, Lunenburg, with ringing of church bells. Flags were all about the town, and from the masts of vessels in port. "Fiddles, fifes, drums, tambourines, and penny whistles were played by the band through the streets, at which time numerous flags were carried, and followed by nearly all the boys in town, each one endeavoring to make as much noise as his lungs would allow him." A salute at 7.30 o'clock, and fireworks from the church square closed the proceedings.

August 9th, 1858.—The Earl and Countess of Mulgrave landed at Lunenburg, from H. M. S. *Styx* (Captain C. Vesey), under a salute from Block-house Hill. An address was read to the Earl at the court-house by Rev. H. L. Owen. A drawing-room reception was afterwards held by the Countess at the house of John Creighton, Esq. Escorted by a party of ladies and gentlemen, their Excellencies drove to Mahone Bay, and returned to Mr. Creighton's residence. On re-embarking, the Countess observing two gigs in the harbor, offered a prize to be rowed for at 6 p.m. One boat was disabled, and returned; the other went round the course and received the purse of \$10, which would have been much larger but for the accident. A great number of persons were present, who were disappointed in not seeing an actual contest.

On the 3rd of August, 1861, H. M. S. *Nimble* arrived with the Honorables Joseph Howe, John H. Anderson, and Adams G. Archibald to settle disputes at the Ovens.

The *Nimble* arrived again on the 12th of August, with Lieut.-Governor the Earl of Mulgrave, some members of his Council and Vice-Admiral Milne.

June 7th, 1862.—One hundred and ninth anniversary of the landing of first settlers at Lunenburg. There was a salute at 6 a.m., ringing of bells at eleven o'clock, and a procession to the court-house, headed by the Sheriff, mounted, and thence to the landing-place, where the crowd was addressed by the Custos, John Heckman, Esq., and Rev. H. L. Owen, after which a salute of eighteen guns was fired, and the procession re-formed and marched to the court-house. Three hearty cheers for the Queen.

April 14th, 1863.—Day appointed to celebrate the marriage of the Prince of Wales. There was a great display of flags at Lunenburg, and a procession of volunteers, school children, clergy, lawyers, magistrates, Free Masons, and hundreds of others to Block-house Hill. A royal salute was fired by the artillery, followed by the ringing of bells, and a march through several streets in town. A halt was made in front of the court-house, the children were feasted, and three cheers were given for the Queen.

The Confederation of the British North American Provinces was celebrated in Lunenburg, July 1st, 1867. The proceedings were commenced with a salute of twenty-one guns before sunrise, by the Volunteer Artillery Company, followed by the ringing of all the church bells. Flags were displayed in many quarters. The artillery company, preceded by a band, marched to the square in front of the Academy, after service, numerous attended, had been held in St. John's Church. The High Sheriff, wearing his official hat and sword, read Her Majesty's proclamation; which done, hearty cheers were given for the Queen and the Dominion. The National Anthem was rendered, and a great gathering of children sang an ode prepared for the occasion. Additional cheers were given for the Queen and the Dominion, followed by a second salute, the band

finishing with "God Save the Queen." The people were then treated to good music, as the band paraded through the town. High holiday was kept, and a salute of twenty-one guns ended the day's rejoicings.

On the 1st day of September, 1891, the corner-stone of the handsome new brick building for court-house and public offices, in Lunenburg, was laid with Masonic ceremonies, by Lieutenant-Colonel Charles J. McDonald, Grand Master. He was presented with a trowel of solid silver, which he used on the occasion, manufactured by J. Cornelius, of Halifax, and suitably inscribed.

The churches, the court-house and post-office buildings, with the provisions made in the two latter for the several departments of the public service; the Academy and other buildings, with the steps being taken to supply the town with pure water, place Lunenburg well in the foreground, as one of the most advanced towns in Nova Scotia.

In 1888, Lunenburg was incorporated under Chapter I., Acts of same year, and Augustus J. Wolff, Esq., was, on November 20th, elected first mayor. He was born near the city of Stralsund, in Prussia, Germany. Mr. Wolff followed the sea, and having passed the Board of Trade at Liverpool, G.B., received a master's certificate, being then mate of the barque *Mary*, in which vessel he came to Bridgewater the following year. Among the vessels commanded by him were the *Jura* and *St. Kilda*. He left the latter ship in 1880, and in 1881 settled at Lunenburg, becoming ship broker and insurance agent. He was, at two elections subsequent to the first, returned as mayor, by acclamation, and was re-elected in 1895.

The councillors returned at the first election were: David Smith, S. Watson Oxner, Charles Hewitt, Allan Morash, Daniel J. Rudolf, and James A. Hirtle, Esquires.

S. Watson Oxner, Esq., was elected mayor in 1891, and at each election thereafter, until 1895.

"Rising Sun Lodge," of the Order of Oddfellows, with brethren of "La Have Lodge," assembled on the 18th February, 1894, at St. John's Church, Lunenburg, where a sermon was preached

by Rev. H. How, B.A., Rector of Annapolis. Next evening, a social entertainment was held, presided over by the Mayor, S. Watson Oxner, Esq. The preacher of the previous day was presented with a handsome gold-headed ebony cane. Addresses were delivered by the Chairman, Thos. Howe, and W. A. Letson, Esqs., Rev. J. L. Batty, A. K. McLean, Esq., Rev. Messrs. Brown, and Archibald, and a reading was given by Judge Chesley.

"The Right Worthy Grand Orange Lodge of Nova Scotia" held its thirty-sixth annual session in Lunenburg, on Tuesday, February 20th, 1894. There were forty-eight delegates in attendance, of whom thirteen were from different parts of this county. After the reception of the annual report, officers for the ensuing year were installed, and among them S. D. Grand Master, Lewis Church, Chester.

On Wednesday evening, the Orangemen marched with the band of the 75th to the drill shed, where addresses were delivered by the Grand Master and others, including Revs. J. L. Batty, D. McGillivray, and E. N. Archibald, and W. A. Letson, Esq.

CHAPTER VIII.

Kingsburg, Ritcey's Cove, and adjacent Settlements.

KINGSBURG, upper and lower, was settled originally by families named Mossman, Keizer, Knock, and Hautman. The last mentioned sold their property and removed to other districts. Many descendants of the settlers above named still reside at Kingsburg and elsewhere in the county. They have always been a frugal, saving people, which has often enabled them to loan money freely. Kingsburg was called, at one time, "a bank for Lunenburg;" and a number of young men have been enabled to start in life by assistance there obtained. Perhaps there is no place in the county where the sterling virtues of the first settlers are more fully displayed than at Kingsburg. The simple habits of the people have ensured to many of them a good old age.

Rose Bay, near to Kingsburg, is prettily situated. Small islands, with white sand beaches, which form a pleasing contrast to the green trees above them, make up, with the village itself, a charming picture, as it meets the eye of the traveller, on his emerging from the woods lying between the two settlements.

On the 3rd day of June, 1794, the brig *Falmouth* (William Corran, master), which sailed from Port Royal on the 24th of March, bound for Belfast, Ireland, anchored in Rose Bay. Joseph Porter, passenger, had been murdered by the captain, who was carried on shore, committed to prison, and taken to Halifax. He was convicted in the Admiralty Court, Governor Wentworth presiding, and suffered death at Point Pleasant. Having been a man "distinguished by the general quietness and inoffensiveness of his manners," temporary insanity may, it has been thought, have led to the deed.

RITCEY'S COVE, CREESER'S COVE, AND FIVE HOUSES.

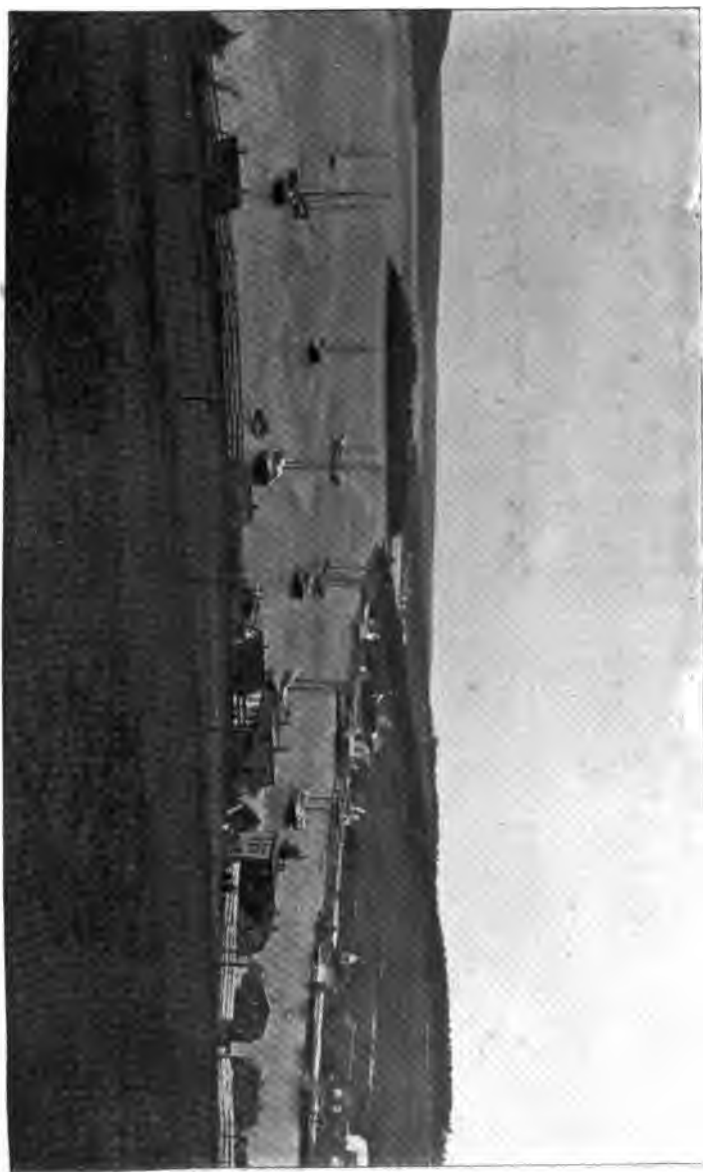
The coves above named are inlets of the La Have River, and, with the Five Houses, are situated on its eastern side, nearly opposite Fort Point. They are places of some importance, on account of the fishing business carried on in vessels owned there. Excellent farms add to the means of wealth enjoyed by the people. In these settlements, as well as at New Dublin, busy scenes are witnessed on the return of the fishermen; and the flakes which line the shores are often covered for miles with choice codfish and haddock.

Ritcey's Cove is crossed by a bridge six hundred feet long. There have been great improvements in dwellings and stores at the Cove and vicinity, and much taste is evinced in the display of handsome flowers in houses and gardens. The same may be said of the whole river side.

The Methodist Church at the Cross Roads, near Ritcey's Cove, was built about the year 1870, and took the place of one built at the Cove many years before. The church at Middle La Have was opened during the ministry of the Rev. Joseph Gaetz (Lunenburg), and the church at Feltzen South, in the last year of the ministry of Rev. R. Williams.

In 1879, a separation was made from the Lunenburg Circuit; and La Have Ferry, Ritcey's Cove, Rose Bay, Upper and Lower Kingsburg, Middle South, and Feltzen South, were formed into the Ritcey's Cove Circuit. The following are the names of the clergymen who have resided at the Cross Roads, where a parsonage was completed in August, 1879: Revs. Arthur Hockin, D. B. Scott, G. O. Huestis, R. Williams, J. L. Batty, William Ainsley, and Oskar Grönlund.

Rev. Frederick A. Bowers, who lives at the Cross Roads, is the pastor of the Lutheran Church. He is a son of the first Lutheran pastor of Bridgewater, and a grandson of Rev. Dr. Cossmann. The church, St. Matthew's, was built in 1846. Mr. Bowers also officiates at St. John's, Feltzen South, and St. Mark's, Middle La Have. His predecessor was the Rev. George W. Scheidy. This district ceased to be a part of the Lunenburg Mission, January 3rd, 1890.



RITCEY'S COVE.

INCIDENT AT CREESER'S COVE.

In the early part of this century two Frenchmen and an Englishman went to the house of George Creeser, Lower La Have. They left Halifax in a ship's long boat, intending to escape to the United States, and were wrecked near La Have, at which place they became a cause of annoyance to the inhabitants. In endeavoring to get from the beach to Mr. Creeser's shallop, of which they meant to take possession, the boat upset and one of the Frenchmen was drowned. He was buried at the Five Houses. The others remained at Mr. Creeser's for a day or two, and were taken to Lunenburg and thence to Halifax. The surviving Frenchman placed his hand on his side and made signs to Mr. Creeser to take out something, and he removed a double-barrelled pistol, which was afterwards in possession of James Creeser, Creeser's Cove. The body of the deceased Frenchman was, it is said, disinterred by persons from another district in hopes of finding money, which it was believed had been buried with him, as the survivor had a belt filled with gold pieces. The result of the search is unknown. Mrs. George Creeser, who saw the runaways, said that one of them wore epaulettes, and that they were all above the position of ordinary seamen.

The settlement of Five Houses, which for many years had five dwellings, but now has eight, is prettily situated. On a hill above it may be seen the mounds of an old defence, and a cannon formerly used for alarms when privateers were at hand. A most extensive view of land, river and bay is here afforded.

OXNER'S BEACH.

The largest sand beach in the county is directly in front of Five Houses. It was found on measurement by Mr. Lawson, formerly Crown Land Surveyor, to contain seventy-five acres. It was much used in old times for militia drill.

At low water it is travelled on foot or in carriages, whereby much of the main road is avoided and the distance materially lessened. When the tide is in it is crossed in boats.

Close to this beach is the Presbyterian manse, which has been occupied successively by Rev. Donald McMillan, Rev. Isaac Simson, and Rev. George A. Leck. It has been sold, and the minister will occupy a new manse at the Cross Roads, near the church which was built in 1890. The other church is a union building at Middle La Have, erected in 1870. This mission was formerly visited by Rev. A. Moschell, and Rev. W. Duff.

PARKS' CREEK.

William Parks, son of James, one of the early settlers at Petite Riviere, went to La Have River when the land was covered with woods to the water's edge. The place at which he settled is one of the most prettily situated and flourishing districts on the river, where the descendants of Mr. Parks still reside and worthily represent the good old stock from which they sprang. He died November 12th, 1838, aged eighty-six years. The same age was attained by Miss Ann Parks, who lived in the house built by William, and died there in 1875. She was afflicted with blindness for eight years, but was contented and cheerful, and well remembered the events of early days. Her brother William was the father of William now residing at Parks' Ferry. Stedman Parks, son of the latter, was drowned in the Bay of Fundy. He did excellent work in wood-carving.

Parks' Creek is crossed by a substantial bridge which shortens very much the old route to Ritcey's Cove.

CHAPTER IX.

The Ovens, and Gold Discoveries there, with accounts of other Settlements.

THE "Ovens" are situated on a peninsula a mile and a half in length, and three-quarters of a mile in breadth, distant four miles by water, and twelve miles by land, from the town of Lunenburg, and have long been objects of attraction to strangers visiting the county. They are deep caverns worn in the sides of the rocky cliff, the largest of which is about eighteen feet in height, and forty or more in depth. The sea, when moved by a storm, rushes into them with a noise like the report of heavy cannon. There is a legend that an Indian who entered the largest oven in his canoe made his exit at Annapolis. Some years ago a party went into the same oven at low water, and the tide returning faster than they expected, upset their boat and rendered their escape difficult.

The northern side of the peninsula "is a ridge formed chiefly of quartzite and slate," and its southern side "is principally composed of metamorphic slate containing thin seams of quartz."

The Ovens were brought more prominently into notice on the discovery there of auriferous quartz, by James Dowling, Esq., on the 13th of June, 1861, in a vein three-quarters of an inch thick on the "bluff"; and in July following, John Lawson, Esq., then Government Surveyor for the county, discovered gold in the sand on the shore. Claims were eagerly sought after; many persons went earnestly to work, and the result gave promise of a plentiful supply of the precious metal, and imparted a stimulus to the prosperity of Lunenburg.

The leads of quartz at the surface are generally small, being composed of a number of very thin veins. As their depth increases the leads increase in size and richness. Veins of

three-quarters of an inch at the surface, have, at a depth of twenty feet, increased to the thickness of five inches.

The official returns from 1861 to 1864 gave 1,282 ounces of gold from the Ovens district, of which over 1,000 ounces were from alluvial washings in 1861 and 1862. These were found in a cove "formed by the rapid disintegration of the slates, into which the sand of the shore and *debris* of the slate with gold had been collected." It is said that a few lots on this beach were "sold for \$4,800, with a reservation of one-quarter, and after, as it is believed, a large amount of gold had been removed." The gold appears in "jagged grains and scales, as if it had been melted and suddenly cooled." Several nuggets were obtained. The largest was attached to a piece of reddish-colored quartz, and weighed one ounce and a half.

An assay of gold gave from 100 parts :

Gold	93.06
Silver.....	6.80
Copper	0.09
Iron—a trace.....	..
	<hr/>
	99.75

It was estimated that the quantity of gold obtained gave a slight average over one ounce per month to each miner employed.

It has been declared by scientific men that gold abounds at the Ovens, but capital and labor are required to a much greater extent than has yet been supplied.

The following is from a report to the Government, by Henry P. Poole, Esq., in 1861:

"The gold district is at present confined to the peninsula known as the Ovens, from the caves of which I counted fourteen in the cliffs on the shore, and which are constantly forming and washing away by the action of the sea at high tide. During storms in particular, the waves dash with great violence against the cliffs, which are about fifty feet high, and composed of alternate bands of hard and soft laminated slates, with quartz veins, and cubical iron, and arsenical pyrites bands intermixed. At these Ovens the coast section shows these bands dipping to the north at an angle of 75°, and strike S. 75° W., to N. 75° E.,

while the slaty cleavage is about vertical. The constant action of the salt water decomposes the pyrites and crumbles the softer slates and decayed quartz away.

"The following claims appear to be rich: Nos. 1 to 7 (Cunard, Benjamin, etc.), also 53 to 68; No. 58 on the "Fish House" point, particularly so. The largest piece of gold was found on No. 107. Very rich washings were also obtained at Nos. 117, 118, and 119. On Dowling's claim the gold was found in the cross veins of quartz; but in the other claims the gold was principally found in the veins running parallel with the slates, varying in thickness from the eighth of an inch up to one inch, while some of the cross veins are six inches in thickness."

From Report of Commissioner of Mines for 1869:

"The works in this district, principally carried on by Smith, McKay, and associates, by whom a considerable amount of labor was performed, have not as yet been attended with very satisfactory results. The Waddelow mine at Indian Path has been to a large extent idle, at which I am the more surprised, as, from the appearance of the lode when visited by me in 1868, I had every reason to believe it would pay a handsome profit; and I strongly suspect that the want of success is largely due to the crushing and amalgamating apparatus, particularly the latter, which, like the appliances generally used in the Province, is only adapted to secure the coarse free gold."

The following are from entries made by the late Adolphus Gaetz, Esq.:

"1861. July 4th.—Great excitement in consequence of gold found at Ovens. Beautiful specimens.

"July 16th.—About one hundred gold-hunters arrived.

"July 22nd.—Ovens attracting attention of whole Province.

"August 2nd.—Within few days gold discovered in sand on sea-shore. Some taken up by a lad of this town, of value of two dollars. A young lady picked up two or three dollars' worth.

"August 3rd.—Messrs. Howe, Anderson, and Archibald, came to settle disputes.

"August 6th.—Steamer *Osprey* arrived, with workmen, lumber, etc.

"August 8th.—Town full of strangers. Hotels full. Some had to pitch their tents on the common.

"August 9th.—Whole talk is gold, gold, gold. Excitement intense.

"August 10th.—Steamer *Neptune* arrived with seventy-five passengers. Packet from Halifax, with 104 additional.

"August 31st.—Upwards of six hundred now at work. Shanties erected, and grocery shops and restaurants opened.

"September 3rd.—One Crowell took a nugget from his claim valued at \$26.

"December 12th.—Rich specimens found.

"1862. April 14th.—Schooner *Lion*, from Eastport, with twenty passengers for Ovens.

"April 16th.—Schooner *Alma* from Boston, with sixteen passengers for Ovens.

"May 12th.—Two vessels from United States, with large number for Ovens. Becoming quite a town.

"June 9th.—Governor—Earl of Mulgrave—landed at Ovens from a gunboat.

"August 12th.—Arbitration between land proprietors at Ovens and Government, to settle disputes under an agreement made by them. Attorney-General for Government, and John W. Ritchie for proprietors.

"August 15th.—Proceedings closed. Award in favor of proprietors. Will cost about £4,000."

"November 26th, 1861.—A tragic scene took place this forenoon at the Ovens gold diggings. Some persons there had been amusing themselves firing at a target with a revolver which contained five charges. Mr. Traunweiser had the pistol in his hand, and supposing that all the charges had been fired out, called to a friend of his, a Mr. James McDonald, who was coming along the road, to clear the way or he would fire at him, to which McDonald immediately replied, "fire away." Traunweiser pulled the trigger, and, to the consternation of all around, McDonald fell dead, the ball having entered his head near the eye. The report of the pistol and the death of McDonald caused quite a sensation among the bystanders; neither Traun-

weiser nor any of the party had the least idea of another charge being in the pistol. Both parties were very respectable, and connected with the gold diggings. McDonald was from Pictou, where he left a wife and other relatives to mourn their loss."

There are several other interesting settlements within short distances of Lunenburg, and among them the following:

First Peninsula, about half a mile from town and about one mile long.

Second Peninsula, about a mile and a half from town and about five miles long.

On these are many small, productive farms.

Black Rocks, six miles from town. The families of Tanner and Allen were the first settlers. Thirty-eight families now live there.

Blue Rocks, five miles from town. The first settlers were people named Knickle and Heinich. There are sixty-two families.

The people at the Rocks are chiefly engaged in fishing, and are generally in comfortable circumstances.

Also, Martin's Brook, North-West, South, Garden Lots, and Centre.

CHAPTER X.

Cross Island, near the Entrance to Lunenburg Harbor, and other Islands in the same vicinity.

CROSS ISLAND lies near the entrance to Lunenburg harbor, south-east from Lunenburg about eight miles.

Haliburtón says: "Lunenburg harbor is sheltered by Cross Island, which is about 30 feet high, containing 253 acres."

In one of the early years of the county history, Randal S. Crawley was here employed in the fishery, with thirty-seven males and one female as assistants.

"LUNENBURG, September 6th, 1782.

"Comes before us Mr. John Newton, Mr. John Arenberg, Veil Blysteiner, Mathias Blysteiner and George Sharpe, and informed that one Seidler, being a prisoner to some American privateer boats now upon Cross Island, and saith that said Seidler is still on Cross Island naked and in irons, and is likely to perish in that condition; wherefore we beg to have leave jointly, with some other volunteers, to go armed in a shallop to redeem and endeavor to take said Seidler off from Cross Island.

"(Signed) JOHN NEWTON, JUN.
JOHN ARENBERG.
J. M. BLYSTEINER.
GEORGE SHARPE.

"On the above representation, being so laudable to release a fellow-subject now in danger of losing his life in his present deplorable situation, and in consideration of which leave is hereby granted to any persons who will voluntarily, upon their own risk, go in any boat or shallop to endeavor to retake and redeem said Seidler from his imprisonment, taking all possible care to run no risk of the enemy, being now on Cross Island, but not to go farther than said island or thereabouts, and from thence to return as soon as possible; and in case they meet with an enemy whom they judge not to be too strong for them, they are to defend themselves, or take them if they can.

"(Signed) L. CHRISTOPHER RUDOLF.
D. CHRISTOPHER JESSEN."

Jacob Smith, aged eighty years, and for a long time keeper of the lighthouse, died on the island, August 2nd, 1869.

Israel Tanner, of Eastern Point, caught near the island, in 1888, a halibut 7 feet long, weighing 300 pounds; and in 1893, Stephen Smith caught one in the same locality which weighed, when dressed, 230 pounds. It was 6 feet 7 inches in length and 9 inches thick.

Great quantities of seaweed are thrown ashore on the island. In the spring of 1893, more than seven hundred cartloads were obtained by people from Tancook.

The other islands in the vicinity of Lunenburg are Corkum's, Eastern Point, Blue Rock, Herman's, Mason's, Heckman's, Fifty Acres, and Ross. All are inhabited except the last two.

The Hon. William J. Stairs and family have for some years lived in the summer months on Herman's Island. Their house is most pleasantly situated.

SEARCH FOR MONEY AT HOBSON'S NOSE.

In or about 1830, a party of pleasure went from Lunenburg to Heckman's Island, where they were told by Mrs. Heckman that a strange vessel had anchored off the island a few days before, that the crew had landed at Hobson's Nose, and that she could see them at work with crowbars, as if searching for a place in which treasure had been previously deposited. After examining several spots, they left a crowbar standing in the ground near a broken tree, and walked round the point out of sight. Shortly afterwards they returned on board, and in the course of the day landed at Heckman's Island, made various inquiries of Mrs. Heckman about the different parts of it, and went again on board. In the night they revisited Hobson's Nose, and commenced to dig at the place where they had left the crowbar, then went round to the point with lanterns and were again hid from view. They left the bay about daylight the next morning. The islanders then examined the place, and saw blocks and ropes left in the trees, and underneath a hole which has been described by others as sixteen inches in depth,

lined with paving-stones from the beach. There were indisputable marks of the removal of a box or cask. On the point before referred to was found a second hole, from which a pot or vessel of some kind had been taken. Mrs. Heckman was a person of undoubted veracity, and the visit of the strangers is corroborated by an old inhabitant, who told the writer that he, with his father and brothers, were on board their vessel off Long Island when the schooner referred to passed close alongside, and they saw the crew land at Hobson's Nose and walk up the beach, as described by Mrs. Heckman; that they visited the island after the strangers left, and saw the holes above mentioned. If the treasure-seekers at Oak Island had made Hobson's Nose their centre of operations, they might *perhaps* have there discovered what they have searched for in vain at the former place.



MAHONE BAY.

CHAPTER XI.

Early Settlement at Mahone Bay, with History of its Churches and Clergymen, and other matters of interest—Indian Point.

MAHONE BAY.

IT has been said that this name was originally given to the bay, because it was a place much resorted to by pirates, and as their vessels were low crafts, often propelled by long oars, called sweeps, the French word *Mahonne*, which means "a Venetian boat," was very appropriately employed to designate the bay, and was subsequently anglicized, and extended to the village on its shores. Being, as it is, so intimately connected with the earliest history of the place, to say nothing of its euphony, it is to be hoped that no further attempt will be made to change it.

A public meeting was held in Victoria Hall, April 13th, 1857, to establish boundaries for the village and give it a name. It was

Resolved,—That the bounds take in the front row of thirty-acre lots, coming southerly at Mader's bridge, running north-westwardly to Lantz's corner, and eastwardly as far as Brume's point.

Several names were submitted, spoken to, and voted upon, and "Kinburn" was adopted by a considerable majority. It means "relative or kindred streams," and there are two rivers or streams emptying into the bay.

This name fell into disuse, and the original name "Mahone Bay" has been shortened to "Mahone." The old appellation will probably continue to be largely used.

There is much that is exceedingly beautiful about the place, which makes it specially attractive. Strangers think it one of the charming spots of the county.

In May, 1888, Mr. A. J. McDougald thus wrote of it: "On the Atlantic coast of Nova Scotia, sixty miles to the westward of Halifax, is situated the most charming town of Mahone Bay. Its population, principally of German extraction, is in the neighborhood of two thousand. It is pleasantly nestled at the head of a bay of the same name, which in grandeur of scenery, facilities for bathing and fishing, defies competition. It is studded with innumerable islands, and teems with fish, is free from fog, and its surface is always unruffled. The inland scenery from the surrounding hills is unsurpassed in grandeur."

Captain Ephraim Cook, who commanded one of the transports that brought out the original settlers, and who had expended a large sum of money in the improvement of land at Halifax, proposed, in 1754, to establish a settlement at Mahone Bay, and took with him a block-house. "A Government sloop was furnished for his assistance; a party of rangers was sent for the protection of the settlement; and, at his request, his friend Captain Lewis was appointed to command them. Colonel Sutherland, at Lunenburg, was directed to supply him with such aid as he might require, and to reserve any land he might wish to retain." He was probably the same Ephraim Cook who, as master of the schooner *Snow Edward*, was engaged from October, 1755, to June, 1756, in assisting to convey the French Acadians out of the Province.

The following were orders and directions for the officer commanding the party at Mush-mush Block-house, 1757: "You are to send out detachments of your party, who are to range every day near the inhabitants' houses on Oakland and Mahone Bay, which the guards will show you, to protect them while they are out at their work; and at night they are to be quartered in their houses, as may be found most convenient for their own accommodation, and the safety of the settlers. You may, if you should see occasion, send out a party to reconnoitre, and range a little outside the settlement, taking all necessary precautions to prevent a surprise, and always leaving a sufficient number of men for the defence of the block-house. Great care must be taken of the ammunition

and utensils in the block-house, and that none of your party fire away their ammunition, unless on real service, under pain of being punished and paying for the same. You are to mention in your report the quantity that shall be used on service, and the time of its being expended.

“Upon any alarm, or appearance of an enemy, you are to send notice thereof to your commanding officer; and in the meantime you are to act with the utmost vigor in attacking the enemy, defending your own position, or sending reinforcements to any other party that may be attacked.

“You are to use your best endeavors to prevent any difficulties arising between your men and the inhabitants, that they may be always ready to join for the common defence of the settlement.

“The alarms from the different posts are:

“From the town—two guns at the fort, to be answered by two from Boscawen’s battery.

“From La Have block-house—two swivels.

“From North-West Range—two swivels.”

In 1778, “250 acres of land on the east side of Mahone Bay were granted to David Ellis, who fled from Rhode Island in 1776, rather than renounce his allegiance to the British Crown.”

One of the original settlers at the bay was John Kedy, who came with his father from London, and with his brothers, Alexander and William, bought the mill-site on Mush-a-mush River, afterwards occupied by their descendants. Zwicker, Ernst, Rooder, Loy, Ham, Mader, Smeltzer, Swinehammer, Moser, Eisenhauer, Lantz, Keizer, Vienot, and Hyson, were among the first settlers on the west side of the bay.

The first dwelling built on the same side was erected by Peter Zwicker, grandfather of Valentine Zwicker, sen., of Block-house, near the site of the hotel afterwards owned by Mr. Alexander Zwicker.

It has been said that a man was once offered many acres of land on the west side of the bay for forty dollars, and replied that he would not be such a fool as to throw away his money. This land became part of the village site.

Old men can remember when (sixty years ago) the west side of the bay, where the village is, was forest, and when there was only one building from where Arthur J. Vienot resides to the road from the bay to Faubourg. One informant recollects when (fifty years ago) the land where are now the residences of Dr. Gray, James M. Metzler, John McLean, and John W. Mills, was covered with pine woods, in which owls were heard hooting at night.

As the name "Oaklands" indicates, the land on the east side of the harbor was formerly covered with beautiful groves of oak. On the same side one Kneiss built a mill on or near the site of that owned by the late John Kaulbach, Esq.; and in order to obtain sufficient force to drive it, the early settlers dug an outlet from the lake, a distance of a quarter of a mile, through which water was furnished in plentiful supply.

The Indians were formerly as troublesome at Mahone Bay as elsewhere, and piles of wood and inflammable materials were always ready for lighting on the surrounding hills, to give warning of their approach. Communication was kept up between the forts at the bay and La Have, for which the militia had often to work day and night.

The writer was informed by an aged inhabitant (Mr. Valentine Zwicker) that when some of the first settlers were buried, there was no road to the graveyard, and they were taken thither in boats from what is now the village. He also described a snow-storm in those early times, and said that on one occasion it stormed for nine days successively; that in many places the snow had drifted to the depth of fourteen feet, and was four feet deep on a level in the woods, where, the tops of the small trees or saplings having been cut off, oxen travelled without difficulty, and that persons were unable for some time to get to their barns to feed the cattle. This man was obliged to go shortly afterwards to Lunenburg, and called at the house of Joseph Selig, the front rooms of which were darkened from the windows being blocked up with snow. The boys were coasting from some of the chimney tops to the street, and the weather was so intensely cold that men skated over the frozen surface

of the drifts, from the bay to Lunenburg. The dead were carried on hand-sleds to the place of interment. He also spoke of the hard work that had been done by the people, and said he used, by laboring into the night, to get out one hundred cords of wood in a season; and that it was quite a usual thing to cut and haul two loads, or to haul six loads, in one day from the block-house to the bay, a distance of two miles. Wood sometimes sold for \$6 and \$6.50 per cord, and flour at \$20 a barrel. Grain and other crops yielded plentifully. The writer's informant further stated, that in one year he raised 97 bushels of rye, 100 bushels of oats, and an immense quantity of potatoes, which were so generally abundant that they sold for sixpence a bushel. He had some so large, and with so many "prongs," as he called them, that he offered to wager that he would tie half a bushel of them together with a rope and carry them half a mile; but that he could not find a man to accept the challenge.

Mahone Bay is a great emporium for cord-wood; and that, besides the lumber furnished by the numerous saw-mills in the surrounding country, forms a chief article of export. The bay has for some time been justly celebrated for its shipbuilding, and owes its superiority in this art chiefly to the Langilles and the Zwickers, who may be called self-made men, and who, if they had followed their occupation on wider fields of action, would have won a far larger share of fame.

Mahone Bay is a rapidly improving village. Much taste is shown in the style of the buildings erected within the last few years. With a fine agricultural country in the rear, and excellent lumbering and shipping facilities, it must make still greater progress. The beautiful scenery of the bay is elsewhere described.

Mush-a-Mush River, emptying into the bay, is connected with Big Mush-a-Mush Lake, distant from the salt water between ten and twelve miles. This lake is fed by several small lakes. There is half a mile of still water on the river, about six miles from the bay. Langille's Lake, in the rear of Block-house, and Long Lake, northward of the main stream, empty into it.

Fourteen mills are in operation on the Mush-a-Mush, and ten on branches of the same.

Martin's River, a few miles east of the bay, at the boundary between the townships of Lunenburg and Chester, has its source in Big Lake, distant twelve miles from the sea, and is connected with several smaller lakes, one of which is called Western Lake. There are some falls or rapids on the main stream, and three mills are in operation.

On the 19th of March, 1871, the schooner *Phebe* (Jacob Laybolt, master), sailed from Mahone Bay, laden with lumber, for Halifax. Joshua Zwicker, and R. McLellan, merchants, and Joshua Eisenhauer, and A. Boutilier, were passengers. When half-way up Halifax harbor, a sudden squall upset the vessel, and all were drowned, except the master, who managed to get on the bottom of the schooner, where he remained until daylight, and was then taken off. Mr. Zwicker's body was recovered the same day, the only one of the five ever found.

Westhaver's, Andrews and Strum's islands are prettily situated near the entrance to Mahone Bay.

CHURCHES.

The first church erected in Mahone Bay was a union building, commenced July 17th, 1833. The trustees were: Valentine Zwicker, sen., for the Presbyterians; Peter Strum, sen., for the Lutherans; John Andrews, for the Baptists; and Frederick Mader, on behalf of the Methodists. The utmost harmony prevailed among these bodies. This building became too small for the increasing number of worshippers, and separate churches were built. The old church has been changed into a dwelling-house.

CHURCH OF ENGLAND.

The next church (St. James') was erected on the hill above the graveyard, in 1835. On the 14th of July, Rev. J. C. Cochran, Rector of Lunenburg, preached the first sermon from Genesis xxviii. 17. This church was taken down in 1888. The new church (also St. James') was opened September 27th, 1887; architect, W. C. Harris, Esq., A.C.R.A., brother of the present

rector; cost, \$8,000; length, 103 feet; nave, 42 feet wide; chancel, 26 feet wide.

Rev. J. C. Cockran was the first visiting clergyman. *Rev. P. J. Filleul* (now Dr.) was first resident missionary, 1845. The second was *Rev. Wm. H. Snyder, B.A.*, 1852. He left the parish in 1874, and returned in 1875. Between these dates he was curate in charge at Weymouth, he and *Rev. Mr. Filleul* having made an exchange. After his return, his rectorship continued until his death, October 15th, 1889.

Rev. Edward A. Harris, M.A., appointed curate, March 19th, 1884, and elected rector, November 25th, 1889.

Curates in order named: *Rev. P. H. Brown*, *Rev. (now Archdeacon) D. Smith*, *Revs. A. C. McDonald (Rev. E. H. Ball, vicar)*, *G. Maynard*, *C. E. Churchward*, *D. S. Sutherland*, and *E. A. Harris*.

In September, 1892, *Rev. Dr. Filleul* visited his old parish, and preached there and at other places in the county. For one of his advanced age, he was remarkably active. The agent of the Bible Society published the following account of the Doctor's attendance at a meeting of the Weymouth Branch: "It was a scene most touching and one worthy of the brush of art, as that venerable and staunch churchman wended his way with staff and lantern along bluff and beach to attend our annual Bible Society meeting in the distant Baptist Church. Beautiful indeed must be the soul and lion-hearted the frame of that Christian patriot, who, while the young and stalwart shrank from leaving their firesides on that night, joyously ventured out to aid by his voice a Society that deals out the bread of life to a hungry world."

Christ Church, at Maitland, in the parish of Mahone Bay, was erected in 1866, and St. Martin's Church, at Martin's River, in 1888.

Rev. William H. Snyder (Rural Dean) was born in the historic town of Shelburne, on June 21st (Nova Scotia's natal day), 1812, and died at the rectory, Mahone Bay, October 15th, 1889. He took his B.A. degree at King's College in 1832, and was ordained, by Bishop Inglis, deacon in 1835,

and priest in 1836. In the latter year he was married to Ann Freeman DeWolf (daughter of James R. DeWolf, Esq., of Liverpool, N.S.), who died in October, 1878; and in 1880, to Caroline A. Mills, daughter of John Mills, Esq., of Granville Ferry. Seven of his children died before him, and five were living at his decease. At the commencement of his ministry Mr. Snyder was for a while curate at Lunenburg, and went thence to Weymouth, where he remained seventeen years. He was stationed at Mahone Bay for over thirty-five years. He was partly of German descent. One of his ancestors, Simon Snyder, came from Heidelberg, and was Governor of Pennsylvania. His great-grandfather, on his mother's side, was an admiral in the British Navy.

The bishop of the diocese (Right Rev. Dr. Courtney) thus alluded to Mr. Snyder in his address to the first Synod held after he had been called away :

"The venerable rector of St. James' Church, Mahone Bay, was one of the oldest of the Nova Scotia clergy, of a type that I fear is gradually disappearing. He was a zealous, faithful, energetic, spiritually-minded man, desirous of promoting the cause of the Church, while endeavoring to live in friendly neighborliness with all : a peaceable man, yet withal bearing himself courageously in disputes, being confident that victory would light upon his banners. Struggling against the creeping infirmity induced by age, and seeking to do what little he could while life should last, he yet bowed in lowly submission to the chastening of the Lord, and humbly accepted his enforced withdrawal from the active life to which he had so long been accustomed. A strong, forceful nature was that of the Rev. W. H. Snyder, and I am sorry to think that I shall not again be welcomed by him, nor be able to learn from him more lessons of faith and resignation to the perfect will of God."

The deceased clergyman was author of a "Catechism on Confirmation."

PRESBYTERIAN.

The church was built in 1861, on the Clearland Road, on a hill above the bay, and near the old Episcopal church. It was

removed to its present site in October, 1885. By means of heavy jack-screws it was lifted two feet from the foundation. Heavy timbers were placed crosswise under the building, and two runners its whole length. Timbers made into rollers and other appliances were used, and also a heavy chain with large double block and tackle, connected with a capstan, to which a horse — sometimes two — was attached. The rollers were replaced by others as fast as they dropped out. The removal was effected by J. B. Chute & Son, of Bear River, County of Annapolis, and the distance was about one-quarter of a mile. The time occupied was ten days. The church, with spire and everything just as it stood before, was moved and placed on the new site without any injury. The cost of removal was \$800. and for the groundwork and new foundation, \$250 additional. The church is now close to the manse, and for pastor and people conveniently situated.

Rev. Ebenezer MacNab was the first pastor ordained and settled in Mahone Bay, May 19th, 1867. He was followed by *Rev. D. Stiles Fraser*, ordained and inducted to charge of the mission, November 30th, 1877.

Rev. John W. Crawford was ordained and inducted May 28th, 1889.

METHODIST.

The Methodist church was completed and opened for regular services in 1873, prior to which date the mission was a part of the Lunenburg Circuit, and so continued until the Conference of 1884.

The first clergyman was the Rev. C. Lockhart, succeeded by Rev. A. C. Borden, B.D. Rev. J. L. Batty was the first pastor after the separation from Lunenburg. He was followed by Rev. R. Williams, and Rev. R. McArthur.

BAPTIST.

The Baptist church was erected in 1874, previous to which services were held in Ham's Hall and the Union House. This mission was originally a branch of the old Church, founded at the North-West in 1812. The visiting ministers were: Revs.

R. S. Morton, R. Davis, P. Shields, Walker, Shaw, Archelus, Barss, De Long, and others from the North-West.

The ministers resident at Mahone Bay have been : Reva. A. E. Ingram, J. Williams, L. B. Gates, A. W. Barss, D. W. Crandle, J. W. Williams, W. J. Rutledge, and H. S. Shaw.

INDIAN POINT.

The settlement of Indian Point, in the township of Lunenburg, takes its name from the Micmacs, who had made it one of their headquarters. Further reference to Indian Point is made in this work in the chapter on the scenery of the county. It is about five miles from Mahone Bay, and the same from Chester.

Among its first settlers were Haverstock, Lohnes, Frederick Ernst, William Wentzel, Mathias Ernst, William Hyson, Nicolas Eisenhauer, and Peter Zwicker.

It is situated on the sea-shore for a mile, and has neat and tastily arranged dwellings and fine farms. The soil is good, excellent crops are raised, and the vegetable gardens are very productive. There are in the vicinity beautiful oak trees and many stumps of very large ones cut down. The islands close to the settlement are Nathan Ernst's, formerly owned by Peter Young, who died at Bridgewater, July, 1895 ; Heisler's, Beller, Zwicker's, Spectacle, Ernst's, Young's, Stevens, Sheep, Goat, and Misener's islands. There are good farms, and seventeen families on them.

Many of the men at Indian Point are deep-sea fishermen.

Martin's River and Murderer's Point lie between Indian Point and the western shore. They are improving settlements, and the people are busy and enterprising.

CHAPTER XII.

Northfield—Maitland—Riversdale—New Cornwall.

NORTHFIELD, an important and improving agricultural settlement, is about eight miles from Bridgewater, and about half-way between there and New Germany. The first settlers were Peter Mackay, George Ramey, George Fancy, Frederick Ramey, Philip Wagner, and George Tibert. Mr. Mackay had been a British soldier, and was paid off at Halifax in golden guineas at the close of the American war. He wanted bread during the embargo, and meeting a man with two loaves he asked him to sell one. The request was refused, even on the offer of a guinea, the man giving as a reason that his children were starving. In telling the story, Mr. Mackay said: "What's the good of money when there's no bread?" He settled on and cleared the farm at West Northfield, foot of Wentzel's Lake, now occupied by the widow and children of the late Nathaniel Wentzel. Councillor Heli Mackay is one of his grandchildren. Mr. Mackay died about 1861, aged seventy-eight years.

A union church for Episcopalians, Lutherans, and Presbyterians, was built in the above-named year.

The Methodist body erected a church in Upper Northfield, which was opened for service, Sunday, June 12th, 1881.

A mill for sawing lumber and staves, and threshing grain, built by Mr. Casper Feener in 1882, has been of much service to the surrounding country.

Maitland is an agricultural district on the railway line between Bridgewater and Block-house. Good farms and comfortable dwellings furnish evidence of a thrifty people.

RIVERSDALE.

This settlement is about ten miles from Bridgewater, on the line of the Nova Scotia Central Railway, between Northfield

and New Germany, and near to Wentzel's Lake. It is an advancing agricultural district, through which flows the La Have River. The original settlers were Daniel Mossman, Jacob Mossman, Edward Knock, William Knock, and John Eisenhauer, who came thither from Kingsburg about fifty years ago.

The large quantity of cultivated intervale and the beautiful elm trees which are about Riversdale, the character of the soil and the comparatively small amount of stone, cause it to resemble what one sees in the rich valleys of the western counties.

A Presbyterian church and manse were erected about 1880, during the pastorate of Rev. Thos. H. Murray, who resided there from that year until 1883. He was followed in 1884 by Rev. Henry Crawford, who remained about four years, and was succeeded by the present pastor, Rev. Stephen G. Lawson.

NEW CORNWALL.

This is a large and improving settlement, between Blockhouse and New Germany.

About ninety years ago a settlement was made at the head of little Mush-a-mush Lake. Andrew Rafuse, Michael Brum, and Thomas C. Hallamore, were the first settlers. John and Nicholas Spidle moved in from North-West about 1821.

The late Lewis Langille, Esq., who moved to New Cornwall in 1838, wrote that when the settlement was first commenced New Cornwall was a wilderness and but little known, except by the Indians as a hunting-ground. Moose, caribou, bears, and other fur-bearing animals abounded. There was no road within four or five miles of where these people moved, and they were obliged to haul their oak staves and other produce across the lake in boats, and then on sleds through the woods to the nearest road, to get them to market.

Mr. Langille "moved into the woods below little Mush-a-mush Lake, about two and a half miles nearer town than the first settlers. It was then almost all wilderness. Salmon and alewives were very plentiful in the lake and the surrounding

lakes and rivers." He used to catch "from fifty to seventy salmon in one season, and the people could catch as many alewives as they wished."

When Mr. Paulus Langille, father of Lewis and Gideon Langille, moved, in 1841, from Covey's Island, the scene of the Payzant massacre, to New Cornwall, gaspereaux were so plentiful that "the river was alive with them." Salmon were also abundant. These fisheries have been destroyed for twenty years. A few small trout and some eels are left. Farming and lumbering are the chief pursuits of the inhabitants.

The first Baptist church was erected in 1849, up to which time the members of the denomination had been connected with the North-West or old Lunenburg Baptist Church.

A union church for Church of England, Presbyterians, and Lutherans, was raised in 1861, and opened for divine worship in 1863.

A second Baptist church, erected in 1879, was used for some time in an unfinished state, and dedicated in August, 1889.

Miss Louisa Zwicker, daughter of Mr. James Zwicker, obtained in 1889 a prize of "Macaulay's History of England," in five volumes, from the proprietors of the *Montreal Witness*, for an original story relating to the early settlement of New Cornwall.

CHAPTER XIII.

New Germany—First Settlers—Churches—Clergymen and others who have resided there—Manufactories.

NEW GERMANY is one of the most thriving agricultural districts in the county. The first settlement was made to the north of what is now known as Chesley's Corner, by persons from La Have, principally of German origin, between eighty and ninety years ago, and is distant eighteen miles from Bridgewater. John Fiendel built the first log-house. His son George was the first white child born in New Germany, and is now eighty-eight years old. One of the earliest settlers was John Michael Varner (grandfather of Elias and Mathew Varner), who came from Germany. Other early arrivals were John Mailman, William Woodworth, and Thomas Penny. The latter was a very robust man. He carried a bushel and a half of potatoes on his back from Bridgewater to his new home, when there was only a pathway chopped out.

The first settler at Chesley's Corner was one Condore, followed by a German named Gross. About sixty years ago, Messrs. John Chesley and others moved there from the County of Annapolis. Nathaniel Morgan built a saw and grist mill at Morgan's Falls, previous to which the inhabitants had to carry grain on their backs to Kaulbach's mill, more than twenty miles, and bring back flour. John Chesley afterwards built a mill on the site of the one now owned by his grandson, John Chesley. Men and boys used to come to it, carrying grain on their backs long distances. Five sons of an Ohio settler were often sent by him so laden. He apportioned each boy's load to his age and strength. They were short, stout and strong. Nathaniel Morgan, above named, was fond of visiting places away from home. He was travelling towards Liverpool, and

it is supposed he became bewildered and lost his way in a storm. His dead body was found by Mr. Avard Wile, not far from where Aaron Hebb now lives. His son Edward was a Justice of the Peace and merchant in New Germany.

Nelson Chesley, Esq., son of John, first above named, lived in New Germany for over sixty years. He was a County Magistrate and postmaster for a long time, and died, much respected by all who knew him, April 3rd, 1894, in his eighty-eighth year.

What is now known as the back settlement of New Germany, distant about eighteen miles from Mahone Bay, was commenced by Messrs. Simpson, Ramey, Hawksworth, and others, about seventy years ago. Farming and lumbering are the principal occupations of the people. Those who took possession of the forest were men well fitted to convert the ground it covered into the fertile fields which now greet the traveller's eye, and to substitute for the temporary habitations at first erected, those substantial dwellings which give evidence of their owner's comfort and independence.

Among the early settlers was Richard Trethewey, who was born in Cornwall, England, February 2nd, 1799, and died in New Germany, December 24th, 1875. His wife Catharine was also born in Cornwall, March 25th, 1796, and died in New Germany, June 6th, 1893. She told the writer how bitterly she cried when she looked on the widespreading forest and thought of all she had left behind.

FOSTER SETTLEMENT.

In April, 1848, David Kaulbach, now living at East Bridge-water, and his brother Edward went to what is the Foster Settlement, about ten miles from Chesley's Corner. Ezekiel Foster and family were living in a small log-house, the only building there. His brother Henry lived temporarily some distance away, in a house built by Nelson Chesley, near Whetstone Lake. These Fosters were the first settlers. When the Kaulbachs went in there was no road—only a narrow path. Barns had not been built, and the grain was stacked until it could be threshed.

Foster Settlement is now one of the most improved agricultural districts in the county. The soil is good and many of the farms are first-class, while the dwellings and outbuildings show how well the farmers have succeeded. The farms of the Fosters, Wentzels, Fronks, and others are highly cultivated and yield good returns. One cannot drive through the settlement without being struck with its fine appearance and the wonderful advance which has been made since the brothers Foster first went there.

CHURCH OF ENGLAND.

The first service at New Germany was held by *Rev. J. C. Cochran*, in 1828 or '29, in the barn of Mr. John Fiendel. On his visits in those early days he sometimes slept on a moose-skin placed on the floor. He frequently officiated in Mr. Woodworth's kitchen, with light from a candle and a fire. The first building for divine worship was erected in 1844, part of the lumber for which was taken from Bridgewater. It was consecrated by Bishop Inglis, and called the "Church of St. John in the Wilderness." This name is in the front of the Prayer-Book used at the desk, and is in Mr. Cochran's writing.

A rectory, commenced in 1892, has been built on a site generously given by Mr. Paulus Varner, near Varner's Bridge, and commanding a beautiful view of lake and river. It was occupied first by Rev. E. D. P. Parry, until he left in April, 1895, on a visit to his old home in Wales.

The resident clergymen have been: Revs. Philip Brown, T. R. Gwilym, Parry, and the present incumbent, Samuel J. Andrews, a native of Newfoundland, who came to New Germany in June, 1895.

BAPTIST.

The Church was organized April 14th, 1842, with twelve members, and a church erected in the same year, in the time of *Rev. Thomas De Long*. The present church was built in 1860. The congregation have enjoyed the labors of earnest and zealous

pastors—Revs. Nathaniel Viditoe, Thomas De Long, W. H. Caldwell, Robert Morton, Bennet Taylor, W. E. Hall, M. W. Brown, W. P. Anderson and G. P. Raymond, B.A. Messrs. Enoch Sweet, Bigelow, W. H. Newcombe, and L. M. Weeks, licentiates, also labored here.

The Baptists of New Germany held their Jubilee, September 21st, 1892. There was an immense assemblage of people, and pastors from other places were also present. Beautiful wreaths and bouquets, and appropriate scriptural and jubilee mottoes adorned the church, and the "Jubilee Bell" summoned all to worship. In order to purchase this bell the infant class of the New Germany Sabbath School gave \$17.17, which they earned by raising vegetables and poultry, and by trading in general merchandise.

From statistics submitted, it was shown that in 1812, the Lunenburg Baptist Church was organized at the North-West, and that this, and the Chester Church, are to be regarded as the parents of all the other Baptist churches in the county, viz.: New Ross Church, organized 1831; Chelsea Church, organized 1835 (reorganized 1853); Bridgewater Church, organized 1837 (reorganized 1848); New Germany Church, organized 1842; Tancook Church, organized 1855; Day Spring Church (La Have), organized 1853; New Cornwall Church, organized 1856; Pleasantville Church, organized 1876, and Lunenburg Town Church, organized 1885. It was further shown that the Baptists, who started in this county in 1811, with one church with a membership of only thirty-two, numbered ten churches with a total membership of 1,600 and upwards, while the Census Report of 1891 gave a Baptist population of 5,584.

Among those present was "Mrs. John Mader, sen., widely known as 'Grandma Mader.' She was baptized sixty-seven years ago at North-West, and is now (date of the meeting) ninety years old, and in possession of all her faculties, walks a mile to Conference Meeting at New Canada once a month, and has rarely missed one of these meetings in sixty-seven years."

Greetings were received from Rev. Robert Morton, a former

pastor, confined to his house by sickness for the last twenty-three years. He sent verses, some of which were as follows:

“ Just fifty years ago
This Church was organized,
None then could see nor know
What now is realized;
'Twas then a dimly shining star,
Lo! now, its radiance streams afar!

“ Those noble pioneers
From us are passed away,
But one alone remains
To greet us here to-day;
And soon he too with joy will rise
To join the saints in Paradise.

“ O Lord, accept the praise
Which now we offer Thee;
O be with us to-day,
Let us Thy glory see;
That we may all, with sweet accord,
Adore our Gracious Sovereign Lord.

“ This is our jubilee,
And so we raise our voice
In songs of praise to Thee,
And in Thy name rejoice;
But when in heaven Thy face we see,
We'll sing a sweeter jubilee.”

The following are part of lines by Mr. Whitman Morton the first Baptist settler in New Germany, and read at the jubilee services :

“ In the history of Germany
Some fifty years ago,
A little band joined heart and hand,
To frame a church below.

“ They met in private dwelling-house,
And there with prayer and song
The little Church was organized
By Elder T. De Long.

“ Though fifty years have come and gone
And many heads laid low,
The little band is stronger now
Than fifty years ago.

“ May Heaven’s blessing on it rest,
Though many go and come ;
And may the band be stronger still
In fifty years to come.”

Rev. William H. Caldwell was the first person to be buried in the new cemetery, beside the church which he had so recently framed with his own hands, and in which he had just commenced to preach the Word of Life.

Rev. William E. Hall was the first Baptist minister ordained in New Germany.

METHODIST.

The church was built in 1850. The resident clergymen have been: Revs. S. B. Martin, John Johnson, Benjamin Johnson, B. Needham, Caleb Parker, James Scott, Arthur Hockin, John Gee, James Sharp, John W. Howie, J. R. Downing, W. H. Edyvean, Joseph A. Hemeon, and J. R. Downing.

The clergyman stationed at New Germany has under his charge the churches at Northfield and New Canada.

There are some very remarkable rock formations in the vicinity of New Germany.

West Cliff is about six miles from Varner’s Bridge, and is well worth a visit. Immense masses of granite of great height and extent form the cliff.

The writer visited it with Elias Varner and others, in an ox-team. A man walked ahead to find the best way, and the oxen followed, bending down and passing over the young trees. Many obstructions were met, and the place was arrived at with difficulty; but the sight was reward sufficient. Great blocks of stone had been detached from the main body and removed quite a distance, suggesting that mighty forces had been some day there at work. One piece was found to be over 18 feet long, 12 feet 4 inches wide, and 16 inches thick. It had

a perfectly flat surface, and one of the men remarked, "You could not plane it better." Another large block had two of the sides faced. Near the cliff was a smooth carpet of the most beautiful moss. Two red pines, about twenty-five feet high, were growing on the top of the granite, where there did not seem to be any soil. Some of the disjointed masses had so fallen as to form a large and very deep well-shaped cavity. On one side of it was a ledge or shelf, and on this stood a large circular mass of earth, as if some hand had placed it there. From it were growing very handsome ferns. A most enjoyable hour or two was spent in rambling about the locality. There is now a shorter and better way to the cliff from the railway track, near the property of Jacob Meisiner.

Little Bluff is about a mile south-west of West Cliff, and five miles from Varner's Bridge. It is only visible when close to it, as the approach for the last half-mile is by a gradual ascent, which brings the visitor nearly to the top. Passing to the valley below, the front of the bluff is in full view. It is about seventy feet high. There is a projection of the rock upwards, forming a complete roof over a space of about 60 x 20 feet, where the shade is most enjoyable. Close by the rock was found a pool of the purest water, refreshingly cool after a warm tramp through the woods. In the winter, icicles ten feet or more in length, and of immense thickness, hang from the projection, presenting a magnificent appearance.

About half-way to the top is a cavity, twenty feet or more in width at the front, and gradually narrowing for about sixteen feet inwards, while on the top, and nearly covering it, is a thick, flat stone. One part of the bluff is peak-shaped, and much higher than the rest. In one place there are layers of rounded rock. Two of these are like the trunks of trees, of great length and thickness. The crevices between many of the layers are fringed with delicate ferns. The summit of the mass is higher than the tops of the forest trees, and is not very difficult of access. Here is a very fine and extensive view. West Lake in the distance, and, away beyond, the district of Pleasant River, farm-houses on the hills fifteen miles off, the hilltops

at Springfield, and the New Germany railway station, with adjacent buildings, are all in sight. A thrifty white pine is growing on the top, where no soil is to be seen, and at the foot, on a flat, moss-covered rock, are three healthy spruce trees.

There is so much massiveness and grandeur about the whole bluff as to lead the beholder to use the words of the Psalmist, "O Lord, how great are thy works." One of the party, who had been there several times, said that when under this projection he always thought of the passage in the Revelations, "And said to the mountains and rocks, Fall on us, and hide us from the face of Him that sitteth on the throne, and from the wrath of the Lamb."

A boulder about twenty feet from the bluff was found, by a measuring tape, to be ninety-one and a half feet round. Out of one part of it, which has a flat surface, blocks twenty-seven feet in length could be taken. It is about twenty-two feet high. Ten feet from it are two others, not quite so large, and about two feet apart.

If a good road were made to the bluff, it would become a place of resort, as none privileged to see it could ever fail to recommend others to visit a spot so full of interest.

Mount Varner is another elevated and extensive mass of rock on the property of the late Mr. Elias Varner, and situated two miles and a half north-east of West Cliff, in what is known as the Robar Settlement, and adjoining land called "The Jessen Grant."

Besides Morgan Falls, which are referred to in the description of the La Have River, there are others on Solomon's Brook, in the back settlement, which are, when there is a good supply of water, about twenty-five feet perpendicular, and well worth a visit.

H. S. Poole, Esq., visited New Germany in 1861, and wrote that he "found quartz at Indian Brook, some being very promising, but no gold was visible."

A pulp mill was erected in New Germany in June, 1893, by the Morgan Falls Pulp Company, composed of Hon. A. G. Jones and sons, and Joseph S. Hughes, Esq., the latter gentleman

being manager at the works, which are near the falls above named.

During the first week in May, 1895, 1,206 bales of pulp, of 200 pounds each—a little more than twenty tons a day—were manufactured. Fourteen cords of wood are required for each day's run. Spruce is the material chiefly in demand, the obtaining of which gives employment to many persons.

Mr. Edward Zwicker, of Upper Cornwall, has built a large stave and shingle mill below Varner's Bridge. The work is chiefly done by him and his five sons. No intoxicating liquor or tobacco is used by any of them, and they set a good example of industry and close attention to business, which is widespreading and profitable.

Whetstones (scythe and other stones) of a superior kind are manufactured at Whetstone Lake by Mr. George McFadden, of Bridgewater. They have been introduced into Scotland, and the United States, and are considered a good article.

Mr. Otto Wile, of Bridgewater, opened a factory at New Germany, July 8th, 1895, and cheese of excellent quality is being there manufactured. This is the commencement of a business which Mr. Wile intends to enlarge, as opportunity offers in New Germany, and elsewhere in the county.

A large number of straw hats have been manufactured for many years, and met with ready sale. Those made of the best material display very neat handiwork.

New Germany is the birth-place of Rev. J. Hibbert Langille, M.A., of Buffalo, N.Y., son of the late Caleb Langille, Esq., and brother of Mr. Nathaniel Langille, carriage builder, Mahone Bay. He is the author of an illustrated work, entitled "Our Birds in Their Haunts: a popular Treatise on the Birds of Eastern North America," 624 pages, published in Boston, 1884, and dedicated to Dr. Elliott Coues, an eminent authority on the subject of which it treats. It is written in a very interesting and elevated style.

"William Sumner Robertson, whose death occurred at his residence in New Germany, on the morning of June 12th, 1888, was born at St. John, New Brunswick, and at the time of his

decease was in his fifty-second year. He was for some years a student at Sackville, N.B., and afterwards entered the College of Physicians and Surgeons, New York, where, in due course, he received the degree of Doctor of Medicine. One of his lecturers was the late celebrated John William Draper—a man of world-wide reputation on account of his scientific researches and philosophical writings. Through the influence of Thaddeus Sumner, a connection of his through his mother, the Doctor obtained a position in the Federal Army, as assistant surgeon, and was attached to the 5th corps under General Warren. The Civil War was then in full progress, and the Doctor was in five engagements before Petersburg and at the Crater—which latter action was called ‘The Tragedy of the Crater.’ He remained in active service for two years, and was twice wounded. After the close of the war he returned home, and fourteen years ago settled in New Germany, where he practised his profession and devoted his leisure time to farming and mechanical inventions, for which latter he had a great fondness. As a man he was genial and warm-hearted, and at the beck and call of all who needed his services. He had a fund of varied knowledge, and was a pleasing conversationalist and forcible debater. Dr. Robertson left a widow and a large family of children.”

CHAPTER XIV.

Arrival of l'Escarbot, French Lawyer and Poet, at La Hève, in 1607—
Subsequent Settlement of French near Getson's Cove, with account
of Fort, Garrison, and Chapel.

THE Micmac Indians were the only inhabitants of this county, so far as records or traditions show, until the arrival from France of M. De Monts and M. De Champlain. De Monts and his associates having been granted the exclusive trade in furs and other merchandise in territory which included all the coasts of Acadie, he and Champlain sailed from Havre de Grace, France, in March, 1604. They called the first land reached by them "Cape de la Hève." The lighthouses which show to the mariner the position of Havre, the great seaport of western France, are on the "Cape de la Hève," in the suburb of Sainte Adresse. We may see in the similarity of its position, the probable reason for the name they gave to our own cape, which has been shortened to Cape La Have. The arrival above referred to was about three years in advance of the first permanent English settlement in America, made at Jamestown, Virginia, May 13th, 1607, and is mentioned in the "Encyclopedia Britannica," Vol. XVII, p. 603: "Nova Scotia was first visited by the Cabots in 1497, but it was 1604 before any attempt at colonization by Europeans was made. This was the expedition headed by De Monts, a Frenchman, which tried to form settlements at Port Royal, St. Croix, and elsewhere."

The cape, which is part of La Have Island, rises in the form of a cliff or bluff 107 feet above the sea. It has been supposed, from old clearings, that part of the island had been at an early period settled by the French. Champlain described Cape de la Hève as "a place where there is a bay, where are several islands covered with fir-trees, and the mainland with oaks, elms and

birches." "It is on the shore of Acadie, in $44^{\circ} 5'$ latitude (N.), and $16^{\circ} 5'$ declination of the magnet, distant 18 leagues from the entrance to Halifax, and from Cape Breton (N.E.), 65 leagues."

De Laet, in 1633, describing "Cadia," says: "Near Cape de la Hève lies the port of the same name, $44^{\circ} 5'$ north latitude, with safe anchorage. A small island is near, long but narrow, clothed with trees, to the east of which the bay runs into the continent, embracing some smaller woody islands in its bosom."

La Have Island was granted by His late Majesty King George III., A.D. 1785, to Joseph Pernette, Henry Vogler, Mathew Park, Joseph Whitford (named in the grant of the township of Liverpool), George Grieser, and John Baker, or the survivor or survivors of them, and their several and respective heirs, "in trust for the use and benefit of the inhabitants of the township of New Dublin, and of all those persons who were then settled on the eastern side of the River of La Have, extending from Parks' farm, so called, up to the falls of the said river, and their several and respective heirs and assigns, for a common for feeding and depasturing their cattle, and for no other use or purpose whatever."

The first man to live on the cape is said to have been one Porter, at Seal Cove. Thomas Crooks settled at Halibut Head.

Many years ago it was deemed advisable to remove from Cape La Have a number of persons who had settled there. They included one Porter, from the United States, Thomas Crooks, Joseph Moser, James Johnston, Edward Fanning, Frank (a colored man), and others. These men had built houses, cleared land and fenced in hay lots, and claimed the right to sell sea manure from the beaches. Two of them kept ten head of cattle for several years. Measures were taken for their removal by authority. The trustees, with Sheriff Kaulbach, and Hon. John Creighton, went out and warned them to leave in three or four months. When this time had expired, no attention having been paid to the warning given, Alexander Bell, Nicholas Wolf, Joshua Wolf, Garrett Romkey, and others were sent to eject them. Crooks had so placed guns in his house that when the door was broken the contents might be

discharged, but no serious results ensued. All the articles in the houses were taken out and piled up carefully, and the buildings were torn down, after which the trespassers departed. They had set the law at defiance, and seriously interfered with the rights of the whole people of the township. The latter paid the expenses of the removal.

Cape La Have is a most interesting place for a visit in the summer season.

McLeod's harbor, a rendezvous for fishermen, is a beautiful canal-shaped inlet, extending to a beach which separates it from the waters of the bay, and is a most romantic spot. The fishermen have small huts as temporary places of abode. A picnic party, of which the writer was one, were here regaled with freshest herring and new potatoes, finely cooked and served by Reuben Bushen. There are very pretty beaches from this harbor to Seal Cove—about two miles. The highest part of the beaches is formed of the finest paving and other stones, of varying shapes and sizes, many perfectly round; while the lower part is, in many places, composed of pebbles of every form and size, and of different colors. They are tossed about in thousands by breakers on the shore—the waves, advancing and receding, making a loud rattling noise. In other places the lower part of the beach is formed of the whitest sand. At Seal Cove a good view is had of the actual headland, or Cape La Have. Large quantities of marsh grass are mowed on the island annually, in the month of September. A signal is given by one of the trustees, and the assembled mowers, sometimes numbering over two hundred, begin their work; each man, with a few sweeps of his scythe, first marking out grass which he intends to cut for himself. The mowing is generally finished in a few hours, and the hay is removed on the same day. Women and children accompany the party, and spend part of the time in picking cranberries, which grow in abundance. There is another privilege, that of cutting firewood, for which a small sum yearly is paid. Huts, for use during the fishing season, are built at several localities on the island. Mosquitoes are very numerous, and often force the people out of the tents erected for shelter.

Near McLeod's harbor, and just above the beach, is the lone grave of a man who was some years ago drowned at Liverpool, in attempting to get from a tug boat into a skiff. The body drifted to the cape, and was found there three weeks after the sad occurrence. An inquest was held, and the remains interred near where they were found. Two brothers of the deceased enclosed the grave and set up a stone slab, inscribed "W. P. Dolan, drowned 1856, August 11th." The grave is inside of a bank of sand, surmounted by tall grass. There, though lonely be the place of his interment, "after life's fitful fever he sleeps well"—as well as those who are laid to rest in the best kept cemetery. A kind-hearted fisherman, who pointed out the place, said he would return and nail up boards that had fallen down.

Indian Island lies about a mile south-west by south from Seal Point, Cape La Have. It is about half a mile long. The brigantine *Diadem* (Sponagle), from Boston for Lunenburg, struck on this island, at midnight, June 18th, 1894, in thick fog. The next day "the vessel was found bottomless, and the cargo beyond saving."

Black Rock is six feet above high-water mark, and about one hundred feet long, and lies one mile south-east of Green Head—the actual cape. The schooner *Rose Standish* (Crowell, Master), of and for Barrington, with 450 quintals of fish, struck on this rock in August, 1880, and went to pieces. The crew were saved.

THE FIRST LANDING.

The first actual landing in what is now the County of Lunenburg, of which any account is given, was that of Marc l'Escarbot, a French lawyer and poet, and advocate of the Parliament of Paris, who called at La Hève in July, 1607, on his way from Port Royal (now Annapolis) to Canseau, and who, it is said, found there "a mine of marcasite of copper."

In 1613, a French lady, Madame la Marquise de Guercheville, wife of the Sieur de Liencourt, first esquire of the King, and Governor of Paris, fitted out an expedition, the command of which she gave to M. de Saussaye. The captain of the vessel, which was

100 tons burthen, was Charles Flory de Hableville. The queen supplied four tents and some ammunition. One year's allowance was given for the settlers, and horses and goats were also sent. The whole party, crew and passengers, numbered forty-eight, among whom were two priests, Gilbert du Thet, and Père Quantin or Quentin. The former was afterwards killed on board a French vessel attacked by Captain Argal, of Virginia. They sailed from Honfleur, March 12th, and made land at Cape La Hève, on the 16th of May. Arrived at the harbor and river La Hève, they planted a cross with the armorial bearings of their patroness affixed, and mass was said. This was probably the first Christian service held in the county. They went on to Port Royal.

Isaac de Razilly, Knight Commander of St. John of Jerusalem, and Commander-in-Chief as lieutenant-general for the king (belonging to a family allied to that of Richelieu), a captain in the navy, who had distinguished himself under Admiral de St. Luc in 1621, and was made *chef d'Escadre* in Brétagne in 1629, and selected to take possession of Acadie from the English, was so charmed with La Hève that, by an arrangement with La Tour, he obtained possession of it, fortified it, and fixed his residence there in 1632.

In the same year, he sent a French man-of-war to Pemaquis, and took the trading-house and goods at the post established by the Plymouth colonists for commerce with the Indians. He commenced preparations for carrying on the fisheries, brought settlers from France, to whom he gave lands, and at his decease, supposed to have been in 1636, had established there forty families of agriculturists. In 1634, he "built a fort on a hillock of land of three or four acres." This was doubtless the defence of which the ruins are now seen at Fort Point. A large chapel was also built. "He treated with great kindness, while resident at La Hève, a crew of Connecticut seamen who were wrecked on the Isle of Sable in 1635," and sent them to their homes. After his death, his property went to his brother Claude, by whom it was transferred to Charles de Menon, Sieur d'Aulnay Charnise, who was Isaac's successor in the Government of western Acadia, while La Tour still governed the eastern



FORT POINT.

part. La Hève was under the Government of La Tour, though occupied by Charnise, who received instructions from his King, February 10th, 1638, not to change anything in the settlement of La Hève, or the ports thereto belonging. The document was signed "Louis," and below was the signature of "Bouthillier," Secretary of State. It was addressed to "Monsieur d'Aulnay Charnisay, commandant of the forts of La Hève, Port Royal, Pentagoet, and the coasts of the Etchemins, in New France."

D'Aulnay Charnise, in 1643, went to war with La Tour, by whom he was conquered. This caused him to flee to Port Royal, whither he had already removed the thirty or forty families from La Hève. Ferland says: "They were the beginning of the French Acadian race." Charnise was drowned in the river at Port Royal. In 1651, La Tour received a new commission as Governor and Lieutenant-General of Acadie, and La Hève was again settled.

Emmanuel Le Borgne, a creditor of Charnise, who died in 1650, obtained in 1654 an order from France to take the lands of the deceased, and a party of his men, in passing by La Hève on their way from Cape Breton to Port Royal, by his direction set fire to all the buildings, including the chapel. The property then destroyed was valued at one hundred thousand francs.

"After the surrender of Port Royal to the forces of Cromwell under Sedgewick, which caused La Hève among other places to revert to the English, a son of Le Borgne returned to Acadia with a Rochelle merchant named Guilbaut, and erected at La Hève a wooden fort for its defence."

"The English, on receiving notice of Le Borgne's movements, went to dislodge him. The latter fled to the woods, while Guilbaut remained at his post, and so well defended his position that many of the English, including the commanding officer, were slain. Guilbaut having been warned of a second intended attack, and having no special interest at La Hève beyond the preservation of the property brought from France, surrendered, he and his men being allowed to retain that property."

In 1657, Le Borgne was appointed Governor of Acadie by the King of France, and in 1658 he was made prisoner at La Hève by the English, and sent with other prisoners to London.

La Hève seems to have been esteemed in those early days a place of much importance, judging from the frequent mention made of it in negotiations for possession of lands in Acadie.

In 1667, the whole country was ceded to France by the treaty of Breda, between Charles II. of England and Louis XIV. of France. The tenth article required restoring and giving up of Acadie, in North America.

The following condensed items are of historical interest, as connected with La Hève, and show what a lack there was in early days of clearly understood territorial boundaries :

1667. December 31st.—Sir Thomas Temple ordered by King Charles II. to surrender Acadie. Temple objected ; said some places in the order were in Nova Scotia and not in Acadie. Nova Scotia not named in Treaty of Cession. La Hève and Cape Sable the only places of all named that belonged to Acadie.

1668. August.—Temple ordered by King not to deliver up country till his further pleasure was known.

November.—Temple wrote Lords of Council that Acadie was but a small part of Nova Scotia.

Morillon du Bourg wrote about this time from Boston, that Temple made a great difference between Acadie and Nova Scotia, which he claimed as his own property, extending from Mirliguesche (now Lunenburg) as far as Pentagoet, and stretching from the coast of Cape Breton as far as the River of Quebec.

"Thus, gentlemen," wrote Du Bourg, "one is misunderstood, and you see thereby that Pentagoet, St. John, Port Royal, and La Hève, specified in the orders, are not in Acadie, but in Nova Scotia."

1669. March.—King Charles referred to his letters of December, 1667, and August, 1668, and ordered Temple to obey first letter and give up possession. Acadie named in this order.

August.—The King referred to Temple's scruples and ordered unconditional delivery of forts named, of which La Hève was one.

1670. July 6th.—Herbert d'Andigny, Chevalier de Grand-fontaine, gave the order to Temple at Boston, and showed him commission from French king to receive possession of Acadie.

July 7th.—Temple, who, it is said, was sick, gave written order to Captain Richard Walker to deliver Acadie to M. Grandfontaine, naming the forts, and among them La Hève.

1680. February.—The French king granted to the Sieur Bergier, of Rochelle, and others, lands which they should find suitable along the coast of Acadie, to establish there a shore fishery and all other trade.

1684. April 14th.—Bergier commissioned as Lieutenant du Roi, in Acadie, under Sieur Perrot, the Governor.

July 15th.—Bergier wrote an order from La Hève to Michael Boudrot (Judge) and Mius Sieur d'Entremont (Attorney-General), at Port Royal (Annapolis), to register there a royal order of April 10th, forbidding La Valliere to act as commandant in Acadie or to grant fishing licenses to foreigners.

July 20th.—Order certified by Claude Petipas, Secretary.

M. Perrot, who had been Governor at Montreal since 1670, was transferred as Governor to Acadie in 1684, and the next year he asked the French minister to grant him La Hève "as a seigneurie, with a frontage of twelve leagues on the sea-coast, beginning at Port Rosignol (now Liverpool) on the west, and ten leagues in depth inland, with 'high, middle and low justice,' and all rights of fishing, trading and hunting, under the quit rent of a gold crown on each change of property." He asked for "fifty soldiers (including fifteen seamen), with the thirty then in garrison, to be maintained at the king's expense; a corvette of ten guns (8- and 12-pounders), a coast pilot, and a missionary, to be likewise supported. Cannon were to be furnished for the fort, with the requisite ammunition and utensils of war; also tools to rebuild the fort, with twelve barrels of tar, and three hundred blocks or pulleys of all sizes." Perrott further requested permission to "collect vagrants and compel them to settle in the country, and stipulated that the soldiers should be allowed to marry, giving them, as in Canada, fifty livres or an equivalent." On these conditions "he offered to put the fort of La Have in a state of defence; to build there a dwelling-house, storehouses, cazernes, and a guard-house; to erect a mill, settle a village, and collect inhabitants

for the shore fisheries by the advances he would make them ; and further agreed to build a church." He described the place as "most convenient for his purpose, and within three days' journey of Port Royal and Minas, the most populous places in Acadie. In order to incite the people to the culture of the land he promised to buy their corn, and assured them of the profit to result from the fisheries." It is not recorded that any reply was made to this request. More, in his "History of Queen's County," writes : "On the western side of Beaver Brook I discovered part of the old Acadian road, which formerly led from Annapolis Royal to La Have."

In 1690, David Basset, who was called "a dangerous man," and who had been guilty of bad conduct at Port Royal, came to La Hève, where he robbed and cruelly treated a resident family. He was sent by Villebon to France.

M. de Brouillan, Governor of Placentia, was appointed Governor of Acadia, on the death of M. de Villebon. He visited La Hève in 1701; recommended building a fort there; said it was "already fortified by its happy situation;" and ought to be "immediately occupied, and become the principal place in the Province." He also planned to have a road made to La Hève from Minas.

At a later date he again urged on his Government "the building of a fort at La Hève, for which he was very anxious, as the pirates were ruining the people on the coast. He also planned the establishment of a look-out party, to speak men-of-war in the spring, and give him news from La Belle, France."

Brownell, in his work, "The English in America," and referring to 1701, writes: . . . "Extended schemes for emigration and fortification were projected, but were soon laid aside. Orders were, however, sent to the Governor, Brouillard (Brouillan), to do all in his power to enlarge the trade of La Hève, to strengthen its fortifications, and to keep the New Englanders out of the fishery. Brouillard receiving no forces to execute these orders, either from France or Canada, had recourse to the pirates, who were then quite numerous all along the Atlantic coast of America, and succeeded in inciting them

to depredate upon the New England trading vessels. They made La Hève their depot, and the money and merchandise they brought in enabled Brouillard to pay the Indians whom he set on to attack the English by land, so that he managed to make his two branches of warfare self-supporting. To avenge these hostile acts, Colonel Church was again sent to invade Nova Scotia, in 1704, with a fleet and five hundred and fifty men."

In 1702, a store-ship was taken at La Hève. M. Bonaventure wrote to the Minister, in 1704, that Brouillan had granted him a piece of land near La Hève, and he wished to have it confirmed to him. In 1706, he asked for leave to reside at La Hève, if it should be again fortified, so as to be close to his property.

In 1705, a small privateer from Boston, "burned the dwellings, and almost the inhabitants, who had then begun to settle at La Have."

The late P. S. Hamilton, in "Old New World Stories," referring to the attack on Port Royal by New Englanders, under Major Wainwright, August 20th, 1707, Subercase in command there, states that there was also a body of Micmacs from Chebucto, and Metis from La Have, under one Le Jeune *dit* Briar, *courier du bois*." A. Martin le Jeune lived at La Hève in 1686.

Subercase, who was Governor of Acadia, proposed La Have, in 1708, as a chief port and place for building vessels; and said the people were "excellent workmen with axe and adze, and only wanted a few master shipwrights and caulkers" to superintend them. "He urged on the Government, as Brouillan had done, the erection of a fort: requested that a swift sailing man-of-war, of fifty-six guns, should be sent out to cruise on the coast. She would make a million yearly in prizes, and would probably capture the Boston frigate. It was believed that if La Hève was properly fortified, and settlers came there in consequence, Rhode Island could, with such helps, be captured, and the fact was mentioned that it was inhabited by rich Quakers. He added that the Bostonians had a project to seize La Hève

and make a station there, and but for the high price of provisions, he thought they would have done so.

"The English again obtained Acadia in 1710, and Ponchartrain, in a letter to the Intendant of Rochelle and Rochfort, pointed out the necessity of expelling them and forming extensive depots at La Hève and Chedabucto, and corresponded for that object among others with the most opulent traders of St. Malo, Nantes, and Bayonne."

In early days La Have made its influence felt at headquarters, as may be judged from the following report of a council held at the Lieut.-Governor's house, Annapolis Royal, May 11th, 1720: "The Council considered certain objections of the French inhabitants of Annapolis River, to send two delegates in place of two previously sent but not qualified." It was advised and agreed "that it is for His Majesty's service that means be found out to send to La Have for Monsieur Petipau with all expedition, who it is thought may be of great use and service to this Government in the present circumstances of affairs, and that Mr. John Broadstreet, a volunteer in this garrison, is thought the most proper person to send on that expedition."

Paul Mascarene, in his description of Nova Scotia, 1720, named La Have and Marligash as conveniently situated for the chief seat of Government.

La Have and Canseau were represented, says Haliburton, as "suitable places for the main military position."

Governor Philipps wrote in 1720: "My voyage from Boston hither (Annapolis) has fully confirmed me that this country will never be of any consequence in trade until the seat of Government be removed to the eastern coast, either at Port Rosway (Razoir, now Shelburne) or La Have."

In April, 1753, an Indian named "Claude Gisigash, who styled himself Governor of La Hève, appeared before the Governor and Council to make peace, and signed a document to that effect."

The agricultural capabilities of La Have must have been immense, if the following account given by Charlebois could be accepted as truth:

"Near the harbor of La Have one single grain of wheat produced 150 ears of corn, each of them so loaded with grain that they were forced to enclose all the ears in a ring of iron and support them by a pole; and near the same place there was a field of wheat where every grain of the seed, even the least, put forth eight stalks, every one of which had an ear of at least half a foot long."

Historic records and traces of former occupancy remain to show that the French were here, and owned and dwelt upon the coast from Lunenburg to Petite Riviere. Like the British settlers, by whom they were followed, they exiled themselves from home and friends to spread their nationality over a wider field. They endured the severance of the same loving ties and encountered the same difficulties, and as fellow-members of the one great human family, all that pertains to their history is replete with interest. At Fort Point, now strewn with ruins, how many happy hours were passed in days of yore by those whose bodies mingle with the dust beneath. There the glad-some voices of merry children were heard, and all the endearing attractions of home were known and felt. The hills and vales at morn and even echoed the sound of the bugles from the garrison, and the solemn music of the chapel bell mingled with the incessant praise of ocean, and turned heavenwards the thoughts of those who, in obedience to its summons, "all sounds of labor silenced," entered to worship "the one living and true God."

The French language was here spoken, and the people wore the old-time dresses, and retained the habits and customs of their forefathers. The men plied their avocations, bearing "the burden and heat of the day;" and "matrons and maidens in snow-white caps, and in kirtles of scarlet, blue, and green, wore the ear-rings brought from France, and spun the golden flax." There were heard the "fragments of song, and the carols of Christmas, such as were sung in Norman orchards and bright Burgundian vineyards." Evangelines and Gabriels sat and whispered together "in the twilight gloom of the window's embrasure," and exchanged in the dance the "hurried

words of love," and "the sweet good-night on the doorstep." Beautiful lilies were doubtless then, as now, growing in the pond, and were often gathered by stalwart youths and maidens fair.

"The tranquil skies of sunny France,
The peasant's harvest song and dance,
The vines around the hillside wreathing,
The soft airs midst their clusters breathing,"

and all else that made the Fatherland so dear, were held in loving memory.

The French have gone—we hope to "the glory of regions celestial," but Fort Point, on which stands the harbor light-house, and the rivers retaining the names they gave them, will always remind us of our predecessors in possession.

The ruins of the fort and of the chapel are distinctly visible. The outer bank of the point yet contains a portion of the wall built up by the French, and judging from what is left, it must have been a substantial piece of masonry. In the face of this wall, about ten feet from the top, was a circular aperture, walled round with stone, which the inhabitants, who saw it before it had fallen, suppose to have been a drain leading from the fort. The latter is described as having been about one hundred feet from high-water mark. A great part of the bank has been since washed away, so that the lines of the works inside cannot now be accurately defined. One who has lived long in the vicinity says that a slope of land, part of the point, and on which several hundredweight of hay had been cut, has disappeared.

It would seem, from the mounds still visible, that the fort must have been of large size, and that other buildings had been erected in its immediate neighborhood—perhaps the residences of the Governor and other officers of State. Inside the fort wall, on the side nearest the sea, were seen some years since the walls of the magazine. About ten feet from the south-west corner of the fort walls is a well, two feet in diameter, very neatly made, walled with smooth stones, and evidently a work of great care. It has been partly filled up,

but can be seen to the depth of several feet. All the work that has been exposed was of very superior quality.

About three hundred yards distant from the fort walls, in a northwardly direction, are the foundation walls of the chapel, seventy feet in length and twenty-three feet in width. There is a division wall crosswise, thirty feet distant from the western end, which was probably used to support a chancel arch. The enclosure nearest the river has been converted into a graveyard, in which repose the mortal remains of James Norris, Patrick Power, Nicholas Power, Douglas, Hunt, Mr. John Oakley, and eight children, with their kind-hearted mother, Mary Oakley, who died May 28th, 1894, aged seventy-eight years.

Trees have, since the chapel was burnt, grown out of the walls. They were cut down about twenty-five years ago, some distance above the roots, and their trunks measured from ten to fifteen inches across. Nine feet from the south wall is another well, similar to the one near the fort. It was cleaned out in a search for money believed to have been hidden there, and found to be twenty-one feet in depth. A third well has also been discovered.

The stump of an old tree, called the "French appletree," stands a short distance from the chapel wall. It is about two feet in height, and the same in diameter, and has a large number of shoots almost hiding it from view. Several apple and willow trees remain. The old French burial-ground is in the neighborhood of the chapel site, and although many were interred there, the stones are without inscriptions to show who lie beneath. Here are the graves of Benjamin Reinhardt, a former county representative in the House of Assembly, afterwards Collector of Customs at Getson's Cove, who died September 27th, 1880, aged sixty-three years; and his wife, who died July 11th, 1892, aged sixty-two years. There is an inscription in memory of their son Alfred, who was lost at sea, with his entire crew, in the *Cashier*, August 21st, 1892, aged thirty-two years.

Many other English-speaking people are here interred, and among them Henry, son of late John M. Oxner, who died March 27th, 1828.

Nicolas Reinhardt, the great-grandfather of Norman and Henry N. Reinhardt, Getson's Cove, and W. Augustus Reinhardt, Vogler's Cove, came from Germany, being then in his thirteenth year, and arrived at Halifax and Lunenburg in 1753, and moved to La Have in 1754. He sailed from Rotterdam in a vessel named *Goehl*, with 261 others, of whom fifty-three died on the passage. Mr. Reinhardt died at the Five Houses in 1800, in his sixtieth year.

Some years ago, an old key, which from its size was supposed to have belonged to the chapel, was found by a Squaw, and given to Mrs. John Getson, as the only return she could make to her for kindness received. It was afterwards obtained by Rev. P. M. Holden.

Plates, pipes, hoes, picks, axes, hatchets, a large brass button of a soldier's coat, leaden pipe, a glass ornament, a circular piece of lead with inscription, bath-brick and other articles have been removed from the earth.

Mr. David Wile, of Pleasant River road, and Mr. Adam Farrell, of Lower Dublin, found there in a circular cavity, at a depth of over twenty feet, two French picks, one of them with a short oak handle, well preserved. These had evidently been used in digging the hole, which was probably intended for another well.

The point of land on which these ruins are situated contains about four or five acres, including a pond of fresh water one hundred and fifty yards in length, and one hundred in breadth; abounding in summer with beautiful lilies, and having a small island near its southern extremity. It is said that the chapel bell, candlesticks, several brass cannon and other treasures were thrown into this pond, where they still remain, and that they could be taken out by not very expensive work.

On the western side of the point, the land has a gradual ascent, and one cannot look at the whole place without sharing the opinion of the early settlers, both French and English, that it would be a most desirable site for a town,

CHAPTER XV.

British Settlement in the Township of New Dublin.

A SETTLEMENT was made at Lower Dublin by people from Ireland, in 1762. Hence the name of New Dublin. These immigrants left from time to time for places promising, as they thought, more inviting prospects.

A grant was given to 260 proprietors, who had emigrated from Connecticut, of which grant no further notice need here be taken, as the grantees made but little attempt to cultivate the soil, and in a few months had quite abandoned their lands, which were subsequently regranted to Germans and others.

As the following papers show, a large grant was made to Joseph Pernette, Esq. :

"At the Court holden at Saint James's, London, the 11th day of July, 1764, at which were present His Majesty the King, Archbishop of Canterbury, Lord Chancellor, Duke of Ancaster, Marquis of Granby, Lord Steward, Earls of Sandwich, Litchfield, Halifax, Hillsborough, Bishop of London, and James Oswald, Esquire, an application made by Mr. Pernette to the Lords Commissioners for Trade and Plantations for a grant of lands in Nova Scotia, was considered.

"The Governor or Commander-in-Chief of His Majesty's Province of Nova Scotia was authorized to cause 20,000 acres of land to be surveyed in one contiguous tract, 'in such part on the continent of said Province as the said Joseph Pernette or his attorney shall choose.'"

On the 20th day of June, 1765, a grant was made to Joseph Pernette, his heirs and assigns, of "a tract of land on the La Have River, beginning on the western side of said river, at the first falls, at Lunenburg boundaries; thence running north 33° 45' west, 120 chains; thence running south 56° west, 240 chains on Lunenburg line, and thence keeping the same course 140 chains on ungranted lands; thence south 34° east, 880 chains on ungranted lands; thence north 45° east, 380 chains

on ungranted lands, when it meets the river, and from thence up the river by the course of the same, until it meets the first-mentioned bounds of the township of Lunenburg, at the first falls of said river, containing in the whole, by estimation, 22,400 acres, wherein is also included an allowance for 2,400 acres, laid out on said river into twelve lots of 200 acres each, reserved for the following persons, namely : John Cunningham, Richard Cunningham, Gotlieb Kohler, John Crook, Frederick Rhuland, Benjamin Leigh, John Sloane, Robert Porter, Thomas Little, John Benjamin Bridge, Patrick Hiltz, and Casper Hickman, more or less, with allowance of lakes, waters, hills and roads, where it shall be judged necessary, with all and all manner of mines unopened, excepting mines of gold, silver and coals."

The grantee bound himself and his heirs to pay a quit rent of one "farthen" per acre for one-half of the granted premises within five years, the whole to be payable within ten years from the date of the grant, and so to continue payable yearly forever. And the said grantee bound and obliged himself, his heirs and assigns, to plant annually five acres of said land with hemp, and the grant was upon this further condition : that if the said grantee should not settle the said tract of land with Protestant settlers, in the proportion of one person for every two hundred acres within ten years, then the grant should revert to the Crown ; and the Governor, Lieut.-Governor, or Commander-in-Chief of this Province, for the time being, might at his pleasure grant the same to any other person or persons. The grant was signed by M. Wilmot, Governor, and Richard Bulkeley, Secretary, and recorded on the 23rd July, 1765, by John Collier, Registrar.

Mr. Pernette, before obtaining the above-named grant, drew his allotment at Ramshag (now Wallace), in the County of Cumberland ; but in going through the woods to Liverpool, with an Indian as a guide, he was so struck with the beauty of the La Have, that he decided, if possible, to effect an exchange of grants with a brother officer, which he succeeded in doing, and established his home at West La Have Ferry.

In pursuance of the terms of the grant, Mr. Pernette settled many families of Germans and others on the banks of the

river; and to him is due the credit of making, under British authority, the first settlement of any importance in the township. He built the first saw-mill, and carried on an extensive business, having at one time as many as thirty men living with him. Large ships, including one of eight hundred tons, called the *Duke of Cumberland*, came from England every year to carry back ton timber, which he supplied.

Mr. Pernette was born at Strasburg, educated at Bonn, and came to Nova Scotia an ensign in H. M. 42nd Highlanders. He was aide-de-camp to one of the generals at the taking of Quebec.

The "good service" certificates of the brothers "Pernete" or "Pernette," with whom Mr. Pernette was connected, have been seen by the writer. These are in French.

One, bearing date January 5th, 1746, is signed by "Le Baron de Bergh," and states that Mr. Pernete served eighteen months with all possible distinction, and only left the German regiment, in which he was a volunteer, to enter the Breton volunteers as a lieutenant.

The second bears date January 19th, 1749, is signed "Le Baron du Blaisel," and testifies that Mr. Pernete had served two years as lieutenant in his brother's company of the Breton volunteers with honor and distinction.

The third, signed by the same Baron du Blaisel, certifies that Captain Pernete of the Breton volunteers always served with honor, and distinguished himself on all occasions. This is dated October 21st, 1748.

Mr. Pernette built the homestead, occupied a few years ago by his granddaughter, Miss Mary Ann Pernette; gave it to his son, and then built the house near St. Peter's Church, which afterwards became the property of his son-in-law, the late Garrett Miller, Esq. He was a Justice of the Peace, Judge of the Inferior Court, and was returned for the county as a member of the third General Assembly, which met at Halifax, July 1st, 1761.

Many persons were married by Mr. Pernette, at his residence, before a clergyman went to live in the district. Becoming tired of country life, he removed to Halifax, and subsequently returned to the county and lived at Lunenburg until his death.

His descendants still reside on each side of the river, at and near the old homestead which he first erected.

Charles Russel Pernette, only son of the late Lieutenant Michael Pernette (King's Royal), was a grandson of Mr. Pernette. He was born in Halifax in the year 1803. His mother was the widow of Lieutenant Knox, Royal Navy, and only child of the late Colonel Russel, England. He died at Middle La Have, January 3rd, 1889, in his eighty-sixth year, highly esteemed by all who knew him. His widow, residing at East La Have Ferry, attained her ninety-first year, February 15th, 1895, and on that day received some of her friends at her home.

The idea of having a town at Lower Dublin was also entertained by those settlers who followed Mr. Pernette. One of the chief men among them was John Sloane, above named, and a piece of land at the contemplated site is still known as "Sloane's Point." It helps to form Getson's Cove. John Crooks moved from Lunenburg to Park's Creek, on the opposite side of the river, intending to establish a ferry, but Mr. Sloane died, many of the people became poor and moved away, and Mr. Crooks engaged in farming.

A steam saw-mill, 110 x 40 feet, with chimney about ninety feet high, was built on Sloane's Point by McClearn, Morton & Co., about the year 1871. The business was afterwards conducted by Morton, Collie & Spencer.

There were two unfortunate boiler explosions, by the first of which one man was killed. The second explosion, a few years afterwards, destroyed the lives of three men. The mill was in operation for several years, and manufactured a large quantity of lumber for shipment to British, South American, and other ports.

A steam mill, 100 x 50 feet, three and a half stories high, was erected by Mr. George Boehner near West La Have Ferry, in 1870. A large quantity of lumber, varying from one-half to one million feet per year, has been there manufactured, besides church, store and house furniture of various kinds. Large orders have been filled, and much work done in buildings required in St. John's, Nfld., owing to the late disastrous fire. The firm, for some time known as George W. Boehner & Sons,

with this work and the executing of home orders, have been kept busy, and have aided considerably in the employment of others.

ST. PETER'S CHURCH, WEST LA HAVE FERRY.

This church was built in 1818, on land given by Garrett Miller, Esq. (who married Catherine Pernette), part of the beautiful property on which he lived, and on which his son, Garrett Miller, now resides. This is one of the most lovely spots on the La Have, and commands extensive and attractive views up and down stream. A pretty, shaded pathway led from the river side through the orchard to the old church, to accommodate the parishioners coming from the south and across from La Have, while another way led from the main ferry road to accommodate the people from up river and the country in the rear. The church had a double row of windows on each side and a gallery at one end. It was taken down in 1872.

To this old church belonged two pieces of solid silver communion plate given by Rev. Roger Aitken, who brought them from Scotland. The chalice was made of hammered silver, without handle, having straight sides and a narrow rim. The bottom bore the date 1663, and had this inscription, "For the church at Ke[a]rn"—supposed to be Kearn, in Aberdeenshire. The paten was also of hammered silver, ten inches in diameter, with a scalloped edge and inscribed on the bottom, "Communion plate, 1776." To provide communion vessels for two churches, the above articles were offered for sale, purchased by Hon. Senator Almon, and by him presented to the Hensley Memorial Chapel, Windsor.

A Bible, date 1701, backed with sealskin and bossed with brass, was given by "Lord Viscount Waymouth and Aberdeen."

The Rev. Joshua Wingate Weeks, missionary of the S.P.G., who long officiated in the old church, lived in the house near by, now occupied by Louis S. Miller, Esq. He was born in Weymouth, where his father (also Joshua Wingate) was incumbent for a few years. There was a Joshua Wingate Weeks, rector of St. Michael's Church, Marblehead, Mass. (built in 1714), for whose outspoken loyalty to the king the church was closed. He then came to Nova Scotia, and was probably the

grandfather to the clergyman first above named. Mr. Weeks married Ann E., daughter of the late John Koch, of Upper La Have. His work in New Dublin commenced in 1827 (until which time the Rector of Lunenburg sometimes officiated), and was carried on for many years. He died in 1852. He was called "the pious missionary of La Have," and it was said of him that "he was as good as any human being could be." A distressing complaint was endured by him for seven years with exemplary patience and submission to the divine will. He relinquished a large part of his income to secure an assistant clergyman for his extensive parish. Rev. E. B. Nichols, afterwards for many years Rector of Liverpool, was stationed in the parish, and lodged with the old Pernette family. He once remarked that the days he passed in New Dublin were among the happiest in his ministry.

Another clergyman called away from his work in New Dublin by illness and death was the Rev. Abraham Jordan, who was born at Marlesford, Suffolk, England, July 23rd, 1811, and came to Nova Scotia as a catechist and school-master for the Colonial Church and School Society. He was the first teacher in the mission at St. John's near the Three-mile House, Bedford Basin, and resigned that position in May, 1843, to become one of the Society's missionaries. He went to Malta, where he was ordained deacon by Rt. Rev. Dr. Tomlinson, Bishop of Gibraltar. There he filled the office of chaplain to Her Majesty's forces. On his return to Nova Scotia, he was ordained priest by Bishop Binney, and was stationed successively at Country Harbor, Caledonia (Queen's), six years; Barrington, six years; and West La Have Ferry, eighteen years. He was a fine-looking man, with a high intellectual forehead, a great lover of books and well informed on general subjects, a painstaking theological student and most devoted to his clerical duties, in which he never spared himself. Some of his parishioners have said that on many a Sunday, when they considered the weather too severe to venture out, he passed their houses on his way to keep the appointments he had made. Indeed, his close attention to his work led to the illness which resulted in his death. His visits to the sick and suffering were warmly welcomed, as he was a true comforter,

and when he left them they expressed an anxious hope for his speedy return. He was greatly esteemed by his flock, and the aged and poor knew that in him they had a sincere and loving friend. In his reading of the church services, he brought out their full meaning; and as a preacher he was earnest, affectionate, and impressive.

To win souls to Christ was the great end for which he labored and prayed, and he will doubtless have many as his "joy and crown of rejoicing." He died in Bridgewater, where he had lived in retirement for two years, in February, 1888. On the 1st day of March, his mortal remains were conveyed from his late residence over the frozen La Have to Getson's Cove, at the mouth of the river, and thence to St. James' Church, Lower Dublin, where a service was held and a sermon preached by Rev. G. D. Harris, from Numbers xxiii., last part of verse 10; after which the interment took place in the adjoining churchyard, in presence of an immense concourse of sorrowing people, gathered from all the surrounding country. There, by the waters of the beautiful Dublin Bay he had so often admired, lie the ashes of this devoted soldier of Christ.

"Servant of God, well done!
Rest from thy loved employ."

The Rev. C. Easton succeeded Mr. Jordan, and in 1887, Rev. Charles P. Mellor became incumbent. He having removed to Petite Riviere, Rev. Klement Richardson, M.A., T.C.D., took charge in November, 1892.

A union church, in which Rev. Mr. Richardson also officiates, was erected at Mount Pleasant, about three miles from the ferry, in 1859, by the Church of England, Methodist, and Baptist bodies.

The Methodists have since built a separate church.

John A. Barry, who was at one time a merchant in Halifax, married a daughter of Rev. W. Black. In 1830, he was elected to represent Shelburne, his native county, in the House of Assembly. His second wife was Sophia, daughter of the late John Pernette, Esq., of West La Have Ferry, between which place and Pleasantville, Mr. Barry lived for a number of years, and died in 1872. He was a man of superior abilities.

CHAPTER XVI.

Bridgewater—Its Early Settlement—Churches and other buildings—
Clergymen—Manufactures.

BRIDGEWATER, very appropriately named, is the chief place of business on the La Have River. Its rise and rapid progress are full of interest.

Many visitors to Bridgewater who have travelled a great deal, have been loud in their praises of its pretty situation on the La Have, and the beautiful scenery surrounding it. One of these, after enjoying an excursion by boat, published the following: "What a spectacle is this glorious La Have River! Bridgewater is unquestionably one of the prettiest places in Nova Scotia, and this whole river down is a marvel."

Professor De Sumichrast, who came with his wife in the summer of 1890, by the *Bridgewater*, Captain Oakes, thus wrote: "We had passed Ironbound, and New Dublin Bay was smiling before us, with its lighthouse on the site of the old French fort, and the La Have winding on beyond. In twenty minutes I was charmed, in twenty-five delighted, and the rest of the time I became a perfect nuisance to the party, because I would insist on their trotting from one side to the other, now forward and now aft, to see this or that point, to admire this or that view. A lovely river and no mistake; and this for the reason, among others, that it has sense enough not to be too big, but manages to keep within easy-looking range fore and aft and on either hand. You can take in the scenery in comfort without looking through a glass, and that is a sensible kind of river. How long it takes to go up I have not the faintest idea; all I know is that I want to go back to Bridgewater another season, and take as many friends with me as I can; American friends, Americans who are convinced



BRIDGEWATER.

that there is nothing worth looking at outside their own country. I want to hear what they have got to say when they first get a glimpse of Bridgewater from the river—the hills rising on either side, the town perched on the wooded bank, the picturesque bridge spanning the gorge, the road, shadow-checked, vanishing under the green copse, and a black-hulled, white-sailed schooner slowly dropping down with the tide.”

Of the view from the top of Fairview hotel, he added: “Well, it is a fine one. You look right down upon the town, and the river winding in and out between the wooded hills, and across at the picturesque buildings of the Nova Scotia Central, and you see church spires rising amid the trees, and houses nestling in groves, and great spots of color where the gardens show out, and away down a schooner on the stocks, and far off another schooner apparently sailing among the tree-tops; and there is the gleam of the water and the vaporous blue haze on the hills, and altogether you delight in the lovely scene. For Bridgewater is uncommonly pretty, whether you look at it from that precarious point of vantage on the top of Fairview house, or from the steamer’s deck as you approach, or from the bridge, or from the hill on the opposite side, where nature has made a slope expressly for the photographer. The air is so pure away up on the hill, the breeze is so cool, and the prospect so fair, that Bridgewater should become a very popular summer resort.”

One might travel long distances in the most beautiful parts of the world, and see nothing finer of the kind than the views up and down the La Have, from the bridge which spans it at Bridgewater.

A lady, who has been quite a traveller, viewing the pictures here presented by moonlight, said that she had only once beheld another bit of water scenery that could be compared to it, and that was the far-famed Lake Windermere.

By an Act of the Local Legislature, passed in 1874, a survey was made by Mr. J. W. Andrews, Crown Land Surveyor, of land to comprise the town plot of Bridgewater. A committee was appointed to join in the work, consisting of H. S. Jost, Esq.,

Custos of Lunenburg; D. Dimock, Esq., Custos of Chester, and Mr. Thomas Waterman, of Bridgewater. The boundaries were defined as follows: "Commencing on the western shore of La Have River, at the north angle of the property of John S. McKean, thence running south $55^{\circ} 30'$ west, 2,950 feet, more or less, to a post standing at the distance of 2,750 feet from the western side of the main road leading along the margin of said river; thence north $34^{\circ} 30'$ west, 7,320 feet; thence north $54^{\circ} 30'$ east, 3,822 feet, to the shore of said river; thence southerly by said shore to the place of beginning."

The streets north and south are: Commercial, by the river; Pleasant, from Dufferin street to Victoria street; Queen, from Beardsley street to Victoria street; Slocomb, from Dufferin street to Maple street; and Church, from Dufferin street past Trinity church.

The streets east and west are: Maple, beginning at the residence of Mr. C. T. G. Taylor; Dufferin, known as Liverpool road; Beardsley, by the Temperance Hall hill; Letellier, from residence of Mrs. Edward Waterman; and Victoria, from the corner property of Mr. W. J. Wentzel, through Sebastopol.

Other streets have been made in different directions, but are not yet named.

The first sale of land on the town site was of an acre by Nicolas Conrad to Ralph Hotchkiss, a shoemaker, for £5, which was paid in boots and shoes. On it, where now stands a building erected by Mr. Aaron E. Rhodes, next to the post-office, Mr. Hotchkiss built the first house in Bridgewater, the frame and part of the lumber for which were sawed at Frideaux Falls, in Lower Northfield, by William Caldwell and David Wile, of John.

It is described by one who was often in it, as a small building of two low stories, with a kitchen and porch attached, through the latter of which was the main entrance. The house was erected with the side right on the street, and one end so much *in* the street as to be plainly noticed. There was a stairway two feet wide, from the kitchen to two very small rooms in the second story, with a third room so small as to look like part of

a very narrow hall. The house was enlarged by Mr. Philo Beardsley, the next occupant. Mr. Rufus A. Newcomb purchased the property in May, 1867, and occupied it eight years, keeping the post-office in it for four years and a half. It was taken down in the summer of 1875. There are no really authentic records to show the exact date of its erection, but it is supposed to have been only a few years previous to the building of the second house, next mentioned.

Mrs. Catharine Ramey, since deceased, was, on April 6th, 1894, within two days of being ninety-one years old, and said that when she was nine years of age, she carried dinner daily to John Vienot, while he was framing the dwelling-house in Bridgewater, built by Garrett and Frederick Wile, on the site of the present residence of Councillor W. J. Wentzel, corner of Commercial street and Pleasant River road, and taken down by him in 1874. The date of its erection would be about 1812. This was the second house built in Bridgewater, but the first one suitable for a good-sized family. It was about 26 x 34 feet. The first story was of split stone. The chimney was a massive one, and commenced in the centre of the ground floor, about two feet from which was a spacious brick oven; and on one side of the house, opposite this oven, was a large closet, built in the same kind of brickwork. The stone story was about seven feet high, and above it another story of wood and a pitched roof. Very little frame wood was used, for which planks were substituted. There were five posts of hewed timber, about a foot square, on each side. The spaces between the posts were filled in with planks of clearest pine, spiked and nailed. The partitions were not studded, but stout, clear pine boards two feet wide, some wider, were placed perpendicularly from floor to ceiling; and on these the laths were nailed. Timbers, about seven inches square, were laid on the walls for the first upper floor, about four feet apart, to which the flooring was fastened with sharp-pointed, large-headed nails, four or five inches in length, and so close together that the hammer used to remove them could hardly be placed between them. The stone wall of the first story was extended for about forty feet from it, and

used to support part of the garden. The house was for many years occupied by George Michael Fancy, and was called the "Michael Fancy house."

In 1815, there were no houses in Bridgewater (except the Hotchkiss, or first house) between the house of Mr. John Hebb, south of the shipyard, and the Wile house, last described. The nearest house on the Pleasant River road was George Himmelman's, on the hill where Mr. Dean Wile now resides.

The first hotel in Bridgewater was kept by James Starratt, on the upper side of the main street, nearly opposite the site of the bridge. It was first erected on Bolman's hill, by Peter Hirtle, and after some years' occupation by him, taken down and re-erected in Bridgewater.

There were not more than three or four houses on the east side of the river opposite Bridgewater. These included "Glen Allan," the present residence of Mrs. Joseph P. Miller, and a house still standing near the carriage factory of Mr. Jacob Wentzel, which was occupied by a Welshman named Davis.

The only street in Bridgewater was much more crooked than it is now. There was no crossing as at present over the brook by Dawson's wharf. The roadway was close to a small saw-mill some distance above. The bank near the residence of Mr. Alexander Stewart extended to the river, and travellers had to pass to the west of it.

When Mr. William Cronin came to Bridgewater in 1853, the dwelling-houses on the street by the river were those of Messrs. Wile, Waterman, Tobin, Andrews, Porter, Harley, Starratt, Hebb, Manning, Beardsley, Hyson, Mrs. Randall, Slocomb, Sheppard and West; a house at the corner of the Alley road (since named Maple street), built by Alexander Sim, who came from Scotland, one of whose eight daughters married the late Mr. William Geldert, and the house now occupied by Mr. Howard Hall.

A blacksmith's shop, in the rear of which there was a forest, was built and used by Mr. Angus McDonnell, on the site of the house at the corner of Commercial street and Victoria road, opposite Mr. Keefer's store. Mr. McDonnell is now in his

ninety-second year, well and active, and takes long journeys alone.

There were no streets parallel with the one by the river side. A rough pathway led from it where Letellier street now is, and was called "Hardscrabble."

Joseph Pernette, Esq., who had a saw-mill at La Have Ferry, wanted Andrew Baker, father of Mr. Solomon Baker, Bridgewater, to work in it for a month, and offered to give for that much labor all the land from the shipyard to Newcombe's brook, and extending quite a distance westerly from the river. Mr. Baker thought the land was not worth it, and the offer was declined. Andrew said, when he saw people buying lots and building on them, that if Mr. Pernette's proposal had been accepted, he would have been a rich man.

Country folks who lived in the neighborhood had to contend with many difficulties. Men carried bags of grain on their backs to Jacob Slaughenwhite's mill, at North-West, and returned with the flour the same evening, frequently doing the journey barefooted.

"When we had shoes," said the writer's informant, "we got them at Lunenburg, or down the river at Bagley's. 'Hop into Lunenburg to old McGregor,' his father used to say, 'and get shoes, and be back in the evening in time to milk the cows.'" Bagley lived a few miles below Conquerall Bank. In a dispute he had with one Falkenheim, his nose was bitten off by the latter.

People used to walk from the country outside what is now Bridgewater to Lunenburg to attend divine service Sunday after Sunday, and return in the evening. There were no churches nearer home, and no school buildings. The children were instructed by itinerant teachers in private houses.

Only two horses were owned in those early days, one by John George Hebb, at Hebb's Mills, and one by Nicholas Hebb, on the same road.

The first vehicles were owned by John George Hebb, John Wile, and Henry Koch. They were two-wheeled, and had wooden springs so placed as to make them comparatively easy.

James Nicholson kept a scow ferry below "Glen Allan." Two men, who had been to Lunenburg on horseback, once came to the ferry. They were rather lively, and in crossing upset the scow, from which all were summarily discharged, and land was reached with some difficulty. Nicholson's was a place of call for travellers to and from Lunenburg, and much liquor was consumed and money wasted there.

The styles of dress and materials differed much from those now used. Men wore shirts of coarse, homemade linen, without flannel undershirts.

Many of the women wore handkerchiefs on their heads when visiting among their friends at home, but when they went abroad they wore "the old-fashioned scoops." "There'd be no end of laughing now," said an aged lady, "if they went with such bonnets." "Bonnets," said another, "which could be kept for Sunday-best for twenty-five years."

Homemade skirts were worn, and "bedgowns," as they were called, of printed cotton, formed the outer covering. Large, blue-spotted handkerchiefs were pinned down like shawls.

The winters in old times were intensely cold. Snow was often so deep as to render it impossible to move for any distance, and sometimes to get even from the house to the barn. When hay was short, the cattle had to suffer. George Hebb, father of Abraham, once took his vessel to Halifax, and among other things, brought back hay. With great trouble some of it was hauled out at different times, on hand-sleds, until the oxen, reduced in strength for want of food, were sufficiently recovered to take home the remainder. When hay was scarce, it commanded very high prices. Nicolas Conrad paid £9 (\$36) in Spanish dollars for a ton. No receipt was taken, and the seller having died, it was found charged against the purchaser, who paid for it a second time. George Hebb and Nicholas Hebb paid the same price for a ton delivered at Five Houses, from whence they had to bring it in their vessel to Bridgewater.

Wood was sometimes sold for \$6 per cord. None was brought in for a long time from the country north of Bridgewater. It came chiefly from the west. Most of the people living north

made ton timber, and rafted it to Messrs. Cook and Rudolf, where it was shipped by large vessels (which came for it) to England. The snow-storms in March were so heavy that it was often impossible to haul wood, and a supply sufficient for that month was generally secured in February.

Among the early settlers in New Dublin township was one Muirhead, who came from Scotland, and lived on the property afterwards occupied by the late Frederick Haine, near Conquerall Bank. His style of living and working was truly primitive, and his sustenance cost him little, as the river was full of fish and there was no potato rot; and he is described by an old inhabitant as "a man who knew how to live upon nothing." Horn spoons and pewter plates were used by the family, and he had a cap brought from Auld Scotia, which turned up every winter of his long residence, and was always fit for wear. He bought a pair of three-year-old steers, and worked them fifteen years, until he moved from the county; and doing without a wheeled vehicle of any kind while on the farm, he used sleds in winter and summer, and "looked out for wet weather to make easiest hauling." He also cut out a roadway through his best woodland, on which he placed skids, six feet apart, and over these, with oxen and sled, he hauled firewood for home, and the cordwood which he shipped from the river.

Other instances are given in this work of the use, in summer, of sleds instead of wheeled vehicles.

Writers on early days in Canada have referred to roads on which wheels had to be dispensed with, and where "jumpers" or ox-sleds were used for conveyance of goods.

The first bridge was built about seventy years ago, by Messrs. Archer and Nicholson. The commissioners were George Hebb, John Wile, and John Vienot. Garrett Miller, Esq., and his son, Joseph P. Miller, were inspectors. The stringers were round timber, hewed on one side to receive the plank roadway. They were sixty feet long, and ten inches at the small end, and were cut in a hemlock forest on the hill in rear of Mr. Solomon Hebb's house, near the foundry, and land adjoining. The farm of the late Robert Whitman was then covered with the same

kind of trees, of immense size and perfectly straight. Other timber for the bridge was rafted down the river by John Wile. The newel posts in the house of the late Benjamin Wile, near the Pleasant River road, were turned from pine timber used in this first bridge. It was a very strong and serviceable structure, with neat side-rails. There were but few of the many men at work who did not use intoxicating liquor freely. It was found that too much time was lost in bringing it from the tavern, some distance away, and a small room, purposely for rum, was partitioned off in a shed erected near the bridge for the safe deposit of tools. On the evening the work was finished, an old soldier, Goudo, who was with others on a spree, got into the shed, and in smoking, set fire to it, consuming many valuable tools and a quantity of rum. The liquor used by workmen was charged against their wages, and often the wages were not sufficient to pay for it. A man there employed told the writer, a few years ago, that between morning and evening he could drink a gallon.

Persons were often assisted across the river by men working at the bridge. On one occasion a man was seen up stream trying in vain to get an ox into a scow. One of the men said to John Wile: "He'll be down here for us to help him over, and when he speaks to you, tell him I am the man that helps, and I'll bargain with him for a gallon of rum." The man came, sure enough, and said he must get across, as he had an ox for Lunenburg, and the people there were looking out sharp for beef. The bargain was made, but the ox was no sooner in the boat than he was out again. Conrad, the ferryman *pro tem.*, said: "That's only one start. You get in the boat, and hold the rope, and I and two more will push him in with a plank." This they did, and the ox having been safely landed on the east side, the gallon of rum was forthcoming.

James Grinton, Esq., a thoroughly reliable man, said that he knew fourteen puncheons of rum were purchased, and thirteen used in the vicinity, during the building of the bridge. Every person who came along, and wanted it, was treated.

The bridge stood for about twenty years, when the upper

woodwork was found to be decayed, and it was rebuilt from high-water mark.

Some time after the completion of the first bridge, a wharf was built close by it, as a foundation for the erection of buildings by Messrs. James Starratt and John N. Hebb. The logs were cut by William Francis, a colored man, on the land in front of the present store of Dawson & Sons, from which they were hauled by him and David Wile, of John. Francis occupied a house south of Davison's upper mill, built and used by William Hartlin before the erection of the Hotchkiss house in Bridgewater. It was burnt, and Francis built another closer to the road, and occupied it for many years.

In 1869, the bridge was rebuilt from the piers, the height of it somewhat increased, and it was otherwise improved. The contractors were the late John E. Pack and Joseph R. Wyman, and Charles H. Chase was the commissioner.

The present bridge was built by the Dominion Bridge Company, and completed in 1891.

It is a "Warren girder deck bridge." The abutments are of solid granite masonry, and the piers are formed of filled tubes, three to each pier. The length is 300 feet, with a roadway of 18 feet width and two footways of 6 feet each.

The total cost was \$23,342. It is considered as likely to last, with proper care, for a hundred years. The materials are of excellent quality, and it is one of the best bridges of its kind in Canada.

Garrett and Frederick Wile had a saw-mill where W. E. Vienot now has his carriage factory.

A saw-mill was built about fifty years ago by David Morgan (son of Nathaniel) for James Nicholson and John Hayes, near where now stands the upper mill of Davison & Sons. It was finished and ready for work. Morgan was called to repair a mill at Pleasant River, and gave orders to have the building ballasted for safety. This was neglected, and a heavy rain was followed by a freshet, which removed the mill from its place into the river. It floated down stream, turned over, and went to pieces. Morgan was a fine workman, and the mill, with

which he had taken great pains, was the best then in the county. This was a great loss to the owners, as there was in the neighborhood plenty of good timber, including the finest quality of pine.

One of the principal vessels employed in the coasting trade from Bridgewater, was owned by a Mr. Cunningham, of Halifax, and sailed by Christian Snyder.

Michael Himmelman, of Lower Dublin, took lumber to Halifax. As others have done, he built and sailed his own vessel. Schooners and boats were constructed by him at what is now Himmelman's Ferry. He was a very ingenious man, but had been very little at school. It has been said of him and others, "They learnt between themselves." Many articles of iron required for his vessels, and shoes for his oxen were made and placed by him. Finding that copper nails he bought for his boats would not clinch, he purchased copper and made nails that would. He also made barrels for sale, and the hoops and staves required. One of his vessels took lumber brought in from Hebb's mills, and he often walked there with his returns in silver dollars tied up in stout handkerchiefs. He used to say that those walks were hard ones.

To avoid the long journey by coach, passages were very often taken to Halifax in the coasting schooners. Delays at the mouth of the river for days together, from fogs and adverse winds, were not uncommon, and made the voyage one little to be desired.

Improved accommodations were at length provided by the sailing to and from the capital, of the trim, yacht-like *Pansy*, in charge of Captain Joshua Oakes, so favorably known to the travelling public. This vessel averaged thirty to thirty-one trips per season until the close of the river, carried about five hundred passengers from spring to winter, and was so employed for four years. Captain Oakes had been in other vessels for nine years in the like service. The *Pansy* was superseded by the steel steamship *Bridgewater*, built by A. McMillan & Son, Dumbarton dockyard, Scotland, 1889. Captain Oakes, who saw the building of the vessel, came out in her, and has been ever

since in command. The worthy engineer, William Cuthbert, also came out in the ship and has remained at his post. The *Bridgewater* arrived at Halifax, August 27th, 1889, in eleven days, thirteen hours from Greenock. Her work is performed with almost clock-like regularity, and she is extensively patronized.

The towing of vessels connected with the business of *Bridgewater* was first done by oxen, generally from Haines' Point to the town, about two and a half miles. Mr. William Oakes was owner of the teams. Three schooners were often towed at once. The payment for towage was from one to two dollars for each schooner, with more for larger vessels. Five yoke of oxen were sometimes employed. A man walked on the river side, about one hundred feet from the oxen, to keep the ropes clear of rocks. The sons of Mr. Oakes, including Captain Oakes, of the *Bridgewater*, were frequently engaged in towing during the night, while the father was resting from the labors of the previous day. The work above described came to an end by the arrival of the steam tug *Gypsy*, Captain Robbins Corning, in 1869. She was followed in 1871 by the steam tug *La Have*, with the same captain, until Captain James Ross took charge. He gave place to Captain G. H. Burkett, and he in turn to Captain William H. Cashon, who has been so employed for over fifteen years. The *La Have* was built by the Burrill-Johnson Iron Company at Yarmouth.

Bridgewater has now a daily mail, but there are those still living who can remember that the first mail between Lunenburg and the former place was established with the express understanding that the Government should be reimbursed for any loss sustained by the undertaking.

In the House of Assembly, February 10th, 1842, a petition of George Michael Fancy and others, was presented by Mr. Creighton and read, praying for the establishment of a weekly mail between Lunenburg and the District of *Bridgewater*.

Ordered,—That the petition be referred to the Committee on the Post-office Department, who reported: "An allowance for opening a new route, once granted, is rarely, if ever, withdrawn—it comes therefore to be a permanent charge upon the revenue,

and ought not to be too easily or hastily conceded. . . . A grant should in no case pass till the necessity of it has been made apparent, by the inhabitants supporting it at their own expense, with the aid of the postage thereon, for two years." The petition was not granted.

The first mail was carried on horseback once a week by John Vienot (father of Elkanah), who, after a while, had a waggon built at his farm, Pine Grove road, by John Williams, a Welshman then living at Lunenburg, from wood grown on the place. The oak spokes were boiled in a large iron pot, to get them clear of sap.

The mail from Halifax to Liverpool was formerly conveyed *via* Lunenburg and the La Have Ferry. This route was discontinued on the opening of the road from Mahone Bay to Bridgewater, and its extension towards Mill Village. The latter was laid out about 1858, by Surveyor Thompson, with Henry Bailly, M.P.P., and others.

The lumber mills of the Messrs. Davison, at Bridgewater, are at the head of the manufacturing establishments of the county. They employ about 350 men and fifty ox-teams; and their sale of lumber, the output of which averages twelve million feet, is about \$120,000 yearly. They import from forty to fifty thousand dollars' worth of goods annually, and the volume of business passing through their books amounts to over \$200,000 per annum.

There are also the steam sawing and planing mill of Mr. J. Arthur Miller, the inventor of "Miller's patent barn-door fastener"; the steam planing and edging mill of Dawson & Sons, the planing mill and carriage factory of Mr. W. E. Vienot, and the carriage factories of Messrs. Reuben Durling and Jacob Wentzel. Hunter's iron foundry, Waterman's tanyard, Wile & Sons' carding mill, and Whitman Brothers' grain mill and plough factory are in that part of the town plot called Sebastopol.

The works of the electric light company, and Mr. G. J. Kelly's marble and granite works are on Commercial street.

What a contrast is presented when we compare the busy scene we now witness in and around Bridgewater, with the

state of things which existed in early days. The town and the adjacent settlements show a remarkable development of resources and steady advancement in material prosperity.

First-class manufacturing facilities abound in and around Bridgewater, and the same may be remarked of the county generally, the water-power in which is sufficient to put in motion all kinds of machinery and give employment to a large population.

The writer never looks at the drift-wood about the river, or at the great piles of edgings, large and small, being burnt near the mills, which would keep hundreds of families from the cold, without thinking of the poor whom he has so often seen in the city, gathering arms and aprons full of whatever they could collect that was fit for fuel.

CHURCHES.

The first place of worship erected in Bridgewater was one used as a union church. After its erection it remained for a long time unfinished, and was so open that sheep were sometimes found inside. Mrs. Calvin Wheelock taught in it what is said to have been the first school in Bridgewater. The scholars were placed in one end. A large portion being without proper flooring, an old inhabitant tells how the boys used to set, in this part, traps made by themselves, in which they occasionally caught some of the squirrels that were about the premises.

The public school was once kept in this church during repair of the old school-house.

The following verse was composed by the late John Harley, Esq. :

“ This Church a paradox affords
In saving wicked people—
Old Harry furnished half the boards,
And old Nick built the steeple.”

Henry Cook and Nicolas Conrad were the men referred to.

The building was purchased by the Baptists, and is still used by them. When it was erected there was no house between it and Mr. John Hebb's beyond the shipyard. It has been very

much improved, and a neat parsonage built on the adjoining land.

From "Early History of the Baptists in Lunenburg County," by Rev. S. March: "In 1848, on the 8th of May, the Baptist Church in Bridgewater was reorganized with fourteen members (only two of whom survive), and in the same year it was received into the Association held at Liverpool, N.S. Services in Bridgewater were conducted for several years in the 'Old School-house,' a building used for school purposes long after the writer took charge of this field. It stood on lands now in possession of R. Dawson & Sons, and nearly opposite their store on the hillside. The house of worship now occupied by the Church was originally designed as a 'Union House,' to be used by the Episcopalians, Presbyterians and Lutherans, but was never by them completed. It stood so long in an unfinished condition that the cattle often took shelter in the basement, and it was designated by some the 'Lord's Barn.' It was at length sold, and much to the surprise of the original claimants, was purchased by the Baptists, then indeed a feeble band; but with energy and pluck they finished and opened the building for worship in 1854. Quite a number of ministers have occupied the pastoral office here, and done good work—Revs. Jas. Stubbert, Walter G. Goucher, James V. Tabor, I. J. Skinner, L. M. Weeks, S. March (for nineteen years and a half, and six years additional, with portion of Church outside town of Bridgewater), John Williams, A. J. Cogswell, E. Roberts, S. H. Cain, C. R. B. Dodge, C. W. Corey, and Jas. W. Brown. From among those who had been instructed in the Sabbath School here, may be named Revs. J. W. Manning and Isaac Wheelock, now of the United States.

"The Pleasantville Baptist Church was a branch of the Bridgewater Church, and was for many years supplied by its pastors with the preached Word. The Church was organized in 1875. Rev. Frederick Crawley was ordained as its first pastor. A few of its members were originally from North-West Lunenburg Church."

Rev. James W. Manning, M.A., above referred to, was born

in Bridgewater. He was for seventeen years pastor of the North Baptist Church at Halifax, and is now Secretary of the Foreign Mission Board, residing at Carleton, N.B.

CHURCH OF ENGLAND.

The Rev. Joshua W. Weeks, who lived at West La Have Ferry, conducted divine service semi-monthly in the Union Church, now owned by the Baptist body. He also preached at times in the house at present occupied by Mrs. J. McKean, and in the house of Mr. John Hyson, which stood on the site of the residence of Dugald Stewart, M.D.

Occasional services were afterwards held in the old public school-house, by Rev. J. C. Cochran, M.A., and others.

In and after 1852, Rev. H. L. Owen, M.A., of Lunenburg, held service once a month when convenient.

At a meeting in the school-house, in March, 1854, it was resolved to adopt means for the erection of a church, and collecting and building committees were appointed. Thanks were voted to the managing committee of the Lutheran Church, for offering the use of their building, and it was intimated that the Sunday collections would be for their benefit. Fourteen candidates were confirmed there, by Bishop Binney, in May, 1855. A site was kindly given for a church by Joseph P. Miller, Esq., but the present site, given by the late John N. Hebb, Esq., was preferred. The frame was erected in October, 1855, in the time of Rev. Henry De Blois (first resident clergyman), and blown down by a gale in December. In July, 1856, a new frame was raised. Funds were obtained by subscriptions, society grants, and the inevitable bazaar, leaving a debt which was soon paid.

The church was opened for divine service on Sunday, February 22nd, 1857, and consecrated by the name of "The Church of the Holy Trinity," on Saturday, the 12th of June, 1858, the following clergymen, besides the Bishop, being present: Revs. H. L. Owen, W. H. Snyder, H. M. Spike, and the Incumbent, Rev. J. H. Drumm, M.D. One adult was baptized, and twenty-four candidates were confirmed. An able sermon

was preached by the Bishop, from John ii., last part of the 16th verse. The Holy Communion was administered to thirty-two persons, including most of the newly-confirmed.

Rev. H. De Blois commenced his labors in Bridgewater, in 1854, and remained about three years.

J. H. Drumm, M.D., who had been practising at Bridgewater, was ordained and appointed to the mission early in 1858. He was followed in the latter part of the same year by Rev. John T. Moody, son of a former rector of Yarmouth, who was in charge three years and a half. For two years and a half after his removal to Tusket, Rev. H. L. Owen and George W. Hodgson, Esq. (afterwards Rev. G. W. Hodgson), then lay reader and master of the Grammar School, Lunenburg, officiated at intervals.

Rev. Wm. H. E. Bullock, B.A., became incumbent in 1865, and here commenced his ministry. He removed in 1868 on his appointment as Assistant Garrison Chaplain at Halifax. The reverend gentleman was noticed by the *Aldershot News* in the following terms, when about to leave England for Nova Scotia :

"After five years of useful work at Halifax he was posted to the cavalry brigade at Aldershot, being afterwards transferred to North Camp. He next served in Dublin and the Currah for twelve months, and was retransferred to the old Iron Church in South Camp, in succession to Rev. Dr. Edghill. In 1880, he was appointed Senior Chaplain at Gibraltar, at which station he remained five years. He is well remembered in connection with the "Rock," as being the means of starting the pleasant steamer trips to the African side of the water. Active service came to his lot in 1885, when he was appointed Senior Chaplain to the expeditionary force, under Sir Gerald Graham, to Souakin. He distinguished himself in that campaign, received special mention in despatches, and was promoted into the first class, receiving also the medal and clasp and Khedive's star. On returning home he spent four years in Chatham, and was sent to Ireland as Senior Chaplain, and remained in the sister isle for three years. He has occupied his present post for two years, and is proceeding on leave prior

to his departure for Nova Scotia, his native place, which in all probability will be his last appointment before he retires. The reverend gentleman will be much missed in the division, for his helping hand has been ever at the service of those who needed it."

Rev. Mr. Bullock was followed at Bridgewater, in 1868, by Rev. David Christmas Moore, of St. Bees College, England, whose successor was the present Rector and Rural Dean, Rev. William E. Gelling, a native of the Isle of Man, and educated at St. Augustine's College, Canterbury. He preached his first sermon on Sunday, August 13th, 1871, on the Saviour's holy work and example, from Luke ii., last part of verse 49.

The corner-stone of the rectory was laid July 15th, 1868 (St. Swithin's Day), by Rev. W. H. E. Bullock, then Assistant Garrison Chaplain at Halifax, who preached an appropriate sermon, and referred feelingly to his former connection with the parish. Revs. Messrs. Moore, Owen, Hodgson, and Kaulbach took part in the services.

At different periods the late Rev. Dr. Almon, and Rev. Charles G. Abbott acted as lay readers, and Revs. Edward Parry, and Edward Lawlor, M.A., as assistant clergymen. Mr. Alban B. De Mille, B.A., has been lay reader in the parish since October, 1894.

Elizabeth D. Breathing (a native of Bermuda), widow of late Rev. James Breathing, and mother of Mrs. W. E. Gelling, died at the rectory, Bridgewater, on the morning of Sunday, January 11th, 1891, at the age of eighty-five years. Mrs. Breathing was a most estimable person, and a fine example of the highest Christian character, abounding in gentleness and in kindness to all who knew her. She was well described as "a lovely old lady."

Rev. Theodore E. Dowling, M.A., of Jerusalem, preached in the Church of the Holy Trinity, Bridgewater, in September, 1891, on "Missionary Work among the Jews in Palestine."

During recent years several improvements have been made in the church. The old and contracted chancel gave place to the present large and handsome one, and the main body of the

building was subsequently renovated. New pews were put in, and a tower placed on the north corner, changing for the better the whole appearance of the church. Neat stained glass windows were given by Hon. W. H. Owen, and a bell by another member of the congregation.

PRESBYTERIAN.

The old church (St. John's) was built in 1848, and the first sermon was preached by Rev. William Duff.

A new and commodious church (also St. John's) was erected in 1874. It is a fine addition to the architectural ornaments of the town.

The tower and pews were removed from the old church, and the building was made into a comfortable hall for the Sunday School and public meetings.

The resident ministers in Bridgewater have been: Revs. Howard D. Steele, John Morton (now Rev. Dr., a most successful missionary in Trinidad), Peter M. (now Rev. Dr.) Morrison, William Robertson, John Cameron (who has passed the jubilee year of his ministry), John Ferry, John F. Dustan, and Frederick C. Simpson the present pastor, who came in July, 1892. Mr. Simpson is a native of Hull, Yorkshire, England. He is assisted by Mr. Daniel McG. Gandier, student of Queen's College, Kingston. The first manse was built about 1857, and exchanged for the present one in 1879.

Among the visiting preachers in the church at Bridgewater have been two of the best missionaries sent to heathen lands. Rev. H. A. Robertson, in 1884, described among other things the last administration of the Lord's Supper, and the farewell by his people on the beach when he and his wife were leaving on furlough. In the following year, Rev. Joseph Annand gave an account of his work on Aneityum (the scene of Dr. Geddie's labors), and of the people to whom he ministered. These were among the most interesting addresses ever heard in Bridgewater.

Rev. Edward Roberts, retired from active duty, resides in Bridgewater and gives occasional assistance in church work.

LUTHERAN.

The church was built about forty years ago. Before it was erected, Rev. C. Cossmann preached in the Presbyterian Church loaned for the purpose, and afterwards in the Lutheran Church.

Rev. William W. Bowers, who came from Philadelphia in 1859, was the first resident English minister, and for him the parsonage was built. The other resident clergymen have been : Revs. Hutchinson, Hunton, Yount, Kohler, and Orr, the latter succeeded by the present pastor, Rev. Albert R. J. Graepp, who came from Greenville, Pennsylvania, and was installed with appropriate services, on the evening of Wednesday, July 24th, 1895. Revs. Sweinsberg, Maurer, D. L. Roth, Rankin, and Rev. Dr. Roth took part in the services. Rev. Theophilus B. Roth, D.D., is President of Thiel College, Greenville, and Rev. D. L. Roth, a former pastor at Lunenburg, lives at Albany, N.Y.

The Bach Amateur Orchestra formed the choir for the occasion. The proceedings of the day terminated on the grounds of the Lutheran parsonage, which were handsomely illuminated under the tasteful direction of J. W. Andrews, Esq.

Rev. R. J. Graepp was born near Strahlsund, in Pomerania, Germany.

METHODIST.

The church was erected in 1873 and finished in 1876. Services had been previously held in the old school-house, in the Temperance Hall, and other places in town. A lot for a parsonage was purchased in 1884, and after the cellar was completed, the generous offer of the late Edward D. Davison, Esq., to build the house was accepted.

While Bridgewater was part of the Lunenburg Circuit, it was visited by Revs. Dr. C. Stewart, J. F. Bent, Joseph Hart, James Hart, R. Smith, J. J. Teasdale and others.

Mr. A. H. Clayton, a probationer, came in 1873, and was succeeded in 1875 by Rev. C. W. Swallow. The other resident clergymen have been : Revs. John Cassidy, Wm. Brown, Godfrey Shore, David Hickey, J. C. Ogden, J. R. Borden, J. W. Prestwood, C. H. Huestis, and R. S. Stevens the present pastor.

The clergyman resident in Bridgewater officiates at Summer-side, and in a union church at Conquerall Bank.

ROMAN CATHOLIC.

The handsome St. Joseph's Chapel was dedicated by Archbishop O'Brien, on the Feast of the Patronage of St. Joseph, Sunday, May 12th, 1889. His Grace, in addressing those present referred to the exceeding beauty of the building, to the zealous labors in its behalf of the priest in charge, Rev. Edmond Kennedy, and the praiseworthy efforts of all who aided in the work.

The church is 70 x 30 feet, with end gallery for the choir, and is finely finished. Mr. Dumaresq was the architect, and Mr. R. H. Lamb, of Bridgewater, the chief carpenter, while the decorative painting was done by Mr. Richard Hurley, ably assisted by William, son of Mr. Stephen Messer, whose work with his brush in many ways has been highly creditable for a young man. The natural grain of the woods used—oak, white and black ash, birch, and rock maple—is well brought out and worthy of inspection.

It was fortunate for the Roman Catholics of Bridgewater that they had as their priest a man of uncommon push and energy, with all required devotedness to the work, for it was mainly by these qualities that the church, an ornament to the town in its exterior and interior, was carried to completion. It must give great satisfaction to priest and people.

Father Kennedy is a native of Waterford, and came to the county in 1883. He was appointed first resident priest in Bridgewater in 1885.

During his residence here he took a warm interest in the advancement of the town, and was esteemed a valuable citizen. He several times delivered interesting addresses to the children of the public schools on Arbor days, and was himself a great lover of trees.

On the 15th of May, 1893, he was presented, on his departure, by a committee on behalf of his parishioners, with a gold-headed cane and a well-filled purse, in appreciation of his ten years' labor in the county.

He left Bridgewater for Windsor, and was succeeded by Rev. John Walsh, a native of Kilkenny, Ireland, who in August, 1894, was transferred to Annapolis, his place here being filled by Rev. Walter J. Doody, also a native of Kilkenny.

Rev. J. J. Sullivan, who has been stationed at Pubnico for eight years, was once in Bridgewater for some months during the absence of Rev. E. Kennedy.

In addition to the churches of Bridgewater, the large and conveniently arranged music hall, court-house, and exhibition building add much to the appearance of the town.

There is also a large drill shed, which was formerly used for militia purposes, and for public meetings and entertainments. A well-appointed fire-engine house was erected some years ago.

The Bridgewater Cemetery is close to the town, on Victoria road, and is a most beautiful spot. It would be hard to find a place more suitable for the purpose, or for which nature has done so much. The undulating surface has given opportunity for a succession of fine terraces. The old pines, with the trees and shrubs planted on hill and valley, add greatly to the attractiveness of the cemetery, which has afforded lovely resting-places for the departed, and which is admired by all visitors.

The care taken of the graves by relatives and friends, and their loving remembrances in the deposit of beautiful flowers, are highly creditable.

WINTER, 1869-70.

The mildness of the weather during the "winter months" of 1869-70 was quite unusual. In midwinter the ice in the lakes was too thin for travelling, and the rivers were open, the La Have having been closed to navigation only for a few hours. On the 11th of January, the schooner *Frank Newton*, Captain George Burkett, arrived in the river from Halifax, and discharged cargo at the village. On the 18th of the same month the schooner *Stella*, Captain Robert Loy, arrived from Lunenburg to be laden with staves. On the 21st, the three-masted schooner *Zebra*, Daniel Adams, Master, arrived from Boston and

discharged a cargo of flour and meal. The schooner *Templar*, Caleb Dauphinee, Master, arrived from Halifax on the 28th, and the cargo was unloaded. On the 29th, the *Zebra* cleared for Providence, Rhode Island. The river was subsequently closed for a short time, but was clear of ice on the fourth day of March, and continued open to navigation. During the whole season it was only closed for one month.

Late in January farmers ploughed newly-broken land, and the same work could have been done in February. One of the oldest inhabitants declared that he had not known such a winter in seventy-two years.

Bridgewater is surrounded by a fine agricultural country. The important settlements of Conquerall, Campertown, Lapland, Baker Settlement, Waterloo, Chelsea, Midville Branch, Lower Branch and others, furnish it with staple articles for consumption and export.

CHAPTER XVII.

Biographical Notices of Persons who have Conducted Business and Resided at Bridgewater.

JAMES STARRATT (son of John Starratt, who emigrated from the north of Ireland), born May 24th, 1799, and Eleanor Morse, born August 7th, 1808, were married June 19th, 1828, at Paradise, County of Annapolis, and came in that year to Bridgewater, Mrs. Starratt performing the journey on horseback. The site of the present town was then chiefly forest to the river's brink. Mr. Starratt, a pushing, enterprising man, was a house-carpenter and carriage-builder, and erected several houses for the Messrs. Koch on the New Germany road, and for others. He built the third house in the village, and kept the first hotel. The latter business was continued by him for many years, and after his decease, by Mrs. Starratt. The house was always well patronized. Mr. Starratt died June 20th, 1865, and his widow, February 22nd, 1889. Mrs. Starratt was much respected by all who knew her. She was a very warm-hearted woman, and exceedingly kind to the poor. She died without the least pain or suffering, and as if going quietly to sleep.

Calvin Wheelock was born at Granville, and came to Bridgewater about sixty-five years ago. His son and two daughters, who followed him, had a horse but no vehicle, and they "rode tie" (that is, by turns) over a very bad road from Nictaux. Mr. Wheelock taught in Lunenburg, what is said to have been the first regular singing school held in the county, and also kept a day school in Chester, and other districts. He had a school in the house now occupied by Mrs. McKean, and for some time lived on the Nicholson property, East Bridgewater, where he made brick, in company with his son Calvin, and his son-in-law, Amherst Martin. His daughter, Mrs. Benjamin

Wile, tells of the assistance given by her and her sisters in "edging the bricks," placing them on end to dry. Mrs. Wile gave the writer one of the bread-dishes formerly much in use. They were made by John Deidrich, a German, who travelled about the country and supplied such articles, and baskets, when required. The dishes were bowl-shaped, and formed of neatly-made straw ropes, coiled one above the other, and kept in place by small withes worked between and over them.

In these dishes the prepared loaves were carried to the oven, and there turned out. The one referred to was used by three generations, for over a hundred years, and looks as if it would last for another century.

Mr. Wheelock died at Aylesford, King's, N.S., where some of his relatives lived.

Benjamin Ramey, born near Conquerall Bank, November 19th, 1818, worked for several years in the lumber business at Lapland, and afterwards established himself as a merchant at East Bridgewater. He was known as an honest, upright man. The words on his tombstone, "A man of truth," are deservedly placed there. Mr. Ramey died suddenly, November 7th, 1871. He belonged to the Presbyterian Church.

One of the most honorable and upright men who have been in business in Bridgewater was the late *John N. Hebb*, son of Nicholas Hebb. He resided for about thirty years on the farm on Liverpool road, afterwards owned by his son Simeon, and was for about forty years engaged as a merchant in Bridgewater, where he died January 8th, 1875, aged seventy-seven. He first married Elizabeth, daughter of the late Henry Cook. His second wife was Eliza Ann James, who was born at Blockhouse, and was a granddaughter of Edward James, who entered the Royal Navy as a midshipman on board H.M.S. *Dunkirk*, at Portsmouth, and on promotion served in the *Resolution* and other vessels, and was transferred to the army, with a commission in the King's Orange Rangers. Mrs. Hebb died in Bridgewater, March 13th, 1890, aged seventy-three years.

John Harley, eldest son of the late Dr. Harley, of Lunenburg, was a native of Farham, England. In the early days of

Bridgewater he carried on a mercantile business. Conveyances were hard to get, and he often walked to Lunenburg on Saturday evening, and came back on Monday morning. He subsequently made Bridgewater his home, and was for many years Collector of Customs. He had been a captain in the 3rd Battalion of Lunenburg Militia, and became lieutenant-colonel, commanding at Bridgewater. Mr. Harley was strictly upright and honorable in all his dealings, a total abstainer, and one of the chief promoters and supporters of the first temperance society organized in Bridgewater, and he frequently spoke and lectured in aid of the cause. Being a man of good abilities and a great reader, with a poetical turn of mind and much ready wit, his conversation was always interesting and profitable. He died at Bridgewater, September 7th, 1875, aged seventy-one years. His wife (who was a daughter of Zenas Waterman, Esq., a former representative for Queen's county in the House of Assembly) died on the 29th of December in the same year, aged 57. Mr. Harley's three surviving sons are, respectively, Postmaster of Lincoln, the capital of Nebraska, U.S., Rector of Digby, N.S., and Rector of Liverpool, N.S.

Abraham Hebb, Esq., son of John George and Rebecca Hebb, was born at the old homestead, Hebb's Mills, and was one of the most highly respected men in the county. He was a noble specimen of manhood, and had always been most industrious in his calling as a farmer and orchardist. Nature had many charms for him, especially round about his home ("Indian Garden," not far from his birthplace), where it gave him great pleasure to receive visitors, and extend to them a warm welcome. He took much pride in his farm, which, all things considered, is the best in the county, and paid great attention to his orchards, in which he was ever grafting choicest varieties. Much valuable advice was cheerfully given by him to others similarly engaged, and he sometimes addressed the people of the country districts, to their great advantage, on matters connected with their special work. Mr. Hebb was a really good man, and set a fine example to all. He was a fearless total abstainer, opposed to the use of tobacco, and a well-wisher to

everything that promoted the best interests of his fellowmen. He was elected to fill the vacancy in the House of Assembly caused by the death of Dr. Slocomb, and when he was conducted to the clerk's table to be sworn in, his fine presence was much admired.

Mr. Hebb died at his residence, September 18th, 1880, in his sixty-eighth year. An immense concourse of people followed his remains over the farm to the place of interment, inside the entrance gate. It was truly said in the press, "For sterling honesty and conscientious adherence to principle, he has not left his superior."

Joseph P. Miller, Esq., son of the late Garrett Miller, Esq., M.P.P., was the owner of much land in Bridgewater and its vicinity. He lived on the east side of the La Have, at "Glen Allan," which some of his family still occupy. The beauty of this place has been greatly marred by the two tracks of the Nova Scotia Central Railway, made through it.

The situation of the property near the river, the forest trees, the rows of willows and hawthorns, the brook, and the roads and pathways through the woods, with the pretty views from the hill-tops, give to "Glen Allan" a peculiar attractiveness.

Mr. Miller once carried on business in a large store near the bridge. He was a well-informed man, and for a long time held the office of Justice of the Peace. His death occurred April 14th, 1881.

The following notice of the death of *Andrew Gow, Esq.*, appeared in the Lunenburg county *Times*, October 17th, 1883 :

"It is our melancholy duty to record the demise of our late respected townsman, Andrew Gow, Esq., which event occurred on Friday morning last from the effects of the carriage accident of the 26th ult., previously noticed in our columns. His remains were conveyed to the new cemetery on Saturday afternoon, escorted by a large concourse of people of both sexes, many of whom came from other parts of the county.

"The deceased gentleman was a native of Scotland, born in Perth in 1838. In 1846, he migrated with his parents to Lunenburg. He entered Taylor's drug store, Halifax, as a clerk in 1852, where he remained about four years.

"In the fall of 1858, he settled at Bridgewater, and by his energy and ability soon acquired a prominent position in the commercial community. He early turned his attention to the building and sailing of vessels, in which business he became an adept, and at his death was ship's-husband to quite a fleet of barques and brigantines employed in both the Atlantic and Pacific oceans.

"He held the position of agent of the Merchants' Bank of Halifax, from the spring of 1871, or since the agency was first established.

"The deceased was singularly candid in expressing his honest conviction about men and things; in social life, was a cheerful companion; and in business matters, bore a high character for integrity."

Mr. John Gow, brother of the deceased, is a graduate of Dalhousie College, and has been for several years engaged as a school-teacher. He is the author of a valuable illustrated history of Cape Breton.

James Grinton was born at Corstorphine, near Edinburgh, Scotland, December 31st, 1798, and came to Nova Scotia in May, 1819. He bought land at what was known as the Grinton Settlement (Springfield, Annapolis), from whence he removed to East Bridgewater, and built the house now occupied by his widow, in part of which he did a mercantile business for many years. He was a member of the Baptist Church, to which he gave liberally. The poor always found in him a kind friend. In all his transactions he was honest and upright, and much respected by his fellowmen. He was a Justice of the Peace. Mr. Grinton died March 8th, 1884.

Samuel F. Ramey (brother of Benjamin previously noticed) was born near Conquerall Bank, and carried on a mercantile business at East Bridgewater for more than forty years. Like his brother, he was noted for his integrity and honest dealings. He was a member of the Lutheran Church. Mr. Ramey died July 25th, 1884, in his sixty-seventh year.

William Henry Brownrigg, barrister-at-law, died in Bridgewater, April 5th, 1888, at the age of thirty-two.

"He was educated at the Pictou Academy and Dalhousie College, where he took high rank in his classes, and he supported himself by his own industry and unaided efforts. He was a born athlete, and excelled in cricket, foot-ball, and all manly sports. Those who knew him only in his later years, when a lingering disease had broken down his once magnificent physique, can form but a slight conception of what he was a few years ago, when, as captain of the Dalhousie foot-ball club, he led his team to victory against the best city and military clubs. After leaving college Mr. Brownrigg became Principal of the Stellarton High School, and subsequently of the Guysboro' Academy, and more recently of the Bridgewater High School. He was an able and successful teacher, and always esteemed and beloved by his pupils. He subsequently studied law, and was admitted to the Bar in 1886.

"In the death of Mr. Brownrigg, our town has lost one of its best and most promising citizens. He was one of Nature's gentlemen, and his many friends will not soon forget his kind and unobtrusive disposition, his genial and unassuming manner, his innate love of truth and justice, and above all, that rich vein of quaint, original humor which not even disease and suffering could subdue."

Mr. Brownrigg married Amelia F., daughter of the late E. D. Davison, Esq.

Robert West died suddenly at, Bridgewater, October 7th, 1891, aged seventy-one.

He had resided here for nearly fifty years, having removed from King's county about 1843. He was engaged in a general mercantile business, in which he continued to the time of his death. The Baptist Church had in him a prominent member, and he was a Justice of the Peace, and a son of temperance. His strictly honorable conduct in all his dealings ensured for him universal respect.

One who had extensive transactions and frequent settlements with him, said that "his accounts were always right to a cent."

Joseph Whitford was summoned away by death, April 19th, 1893, "after an illness lasting only a few days. The deceased

gentleman was born at Chester, N.S., in 1827, and was the second son of Thomas Whitford, Esq., a much respected resident of that place, who died there about five years ago. Mr. Whitford carried on a large business at Chester, for many years shipping lumber and ships' knees, etc., to the United States in his own vessel, but about twenty years ago he moved to Bridgewater, and accepted the responsible position of postmaster, which he held at the time of his death. He was also a Justice of the Peace.

"As a citizen he was widely known and respected, and whether in his magisterial capacity, or as postmaster, he was most painstaking and courteous in the discharge of his duties. It was largely his close and constant attendance upon the postal work which eventually undermined a vigorous constitution, and caused his death.

"Mr. Whitford brought up a large family of sons and daughters creditably, all of whom, save one, survive him."

A son and daughter reside in Bridgewater.

The death of *Robert Dawson, Esq.*, occurred at his residence, Bridgewater, January 18th, 1894.

"The deceased gentleman was the senior member in the firm of R. Dawson & Sons, the oldest business concern in Bridgewater, and one of the oldest in the county. He was born at Port Mouton, Queen's county, in the year 1825, being in his sixty-ninth year at the time of his death. He was the only son of a young Scotch trader of the same name, who came to this country from Aberdeen, but who was accidentally drowned when Mr. Dawson was only a few months old. As a youth he entered the employ of the late Joseph Jennings, merchant, of Halifax, where he remained as clerk for several years, during which time he succeeded in so favorably impressing his employer that Mr. Jennings opened a business in Bridgewater under his management in the year 1848. Shortly after he was able to buy out his employer, and established himself on his own account, and by strict attention and thorough honesty in all his transactions he soon placed himself among the foremost and most reliable business men in the county. Early in his career he

engaged in shipping, and became interested in a number of large sailing vessels, which he managed with marked success. He was married in 1856, to a daughter of the late John N. Hebb, of Bridgewater, and leaves a widow, one daughter and two sons to mourn their loss. A man of sterling integrity, high principle and gentlemanly manners, he succeeded in impressing all who knew him most favorably, and his death makes a gap in our community that cannot easily be filled. The esteem in which he was held by his fellow-townsmen is seen in the many offices he was called to fill. At the time of his decease he was Chairman of the Board of Fire Wardens, Commissioner of Schools, Treasurer of the Bridgewater Agricultural Society, and of the Masonic lodge, which positions he held for many years, discharging the duties most faithfully. Any appeal on behalf of the suffering and distressed met with a ready response from him; he was given to deeds of charity. Mr. Dawson was a consistent member, a most liberal supporter, and a manager of St. John's Presbyterian Church, where he will be greatly missed."

The above tribute will be heartily joined in by all who knew Mr. Dawson.

"*J. Edward Waterman* passed away quietly on Sunday evening, February 18th, 1894. He was one of the most enterprising and public-spirited men in our town. His voice was always raised, and his purse perhaps too often opened, to further any enterprise that promised to develop the industries of the county or benefit the condition of the community. A man of a sympathetic nature—as long as able—he spent much of his time and means in ministering to and helping the unfortunate. He did not herald his good deeds, but rather concealed them—they are written, however, upon the hearts and memories of many. He materially aided in moulding the history of this county for the past forty years. Every step in the way of reform received his regard and intelligent support. He was associated for some years in an extensive mercantile business with the late John N. Hebb, whose daughter Eliza he married, and who survives him. Subsequently with his brother Joseph,

and his cousin Thomas Waterman, under the firm name of J. E. Waterman & Co., he carried on a large tanning and shoe manufacturing business, and took great interest in, and materially aided the development of, our mining industries. He was a consistent adherent of the Presbyterian Church, and most broad and charitable in his religious views."

Edward Doran Davison died at his residence, East Bridgewater, February 21st, 1894. The following is a condensed statement from accounts published in local papers: "He was born at Mill Village, in Queen's county, in the month of June, 1819. There he became the head of a flourishing lumbering, farming and fishing industry, and prosecuted his affairs with untiring zeal until about 1865, when, owing to destructive forest fires, he removed to Bridgewater. Here he founded the well-known firm of E. D. Davison & Sons.

"At the time of his death he had fairly earned the proud distinction of having the largest lumber business in the Province, and one of the largest in the Dominion.

"In 1854, he was elected to the Provincial Parliament, as member for Queen's county, and sat in the House during the palmy days of Johnston, Howe, and Young.

"Socially, Mr. Davison was an exceedingly interesting person to meet. He always had a fund of anecdotes concerning old times, and the men who helped to build up Nova Scotia. He was a veritable encyclopædia of reminiscences, and seemed a link between the old and the new. No one in need ever went away from him empty-handed, and the monuments of his benefactions are numerous."

Mr. Davison was a fine-looking man, and even in his later years there seemed to be no lessening of his abundant energy. "He was fond of out-door life, and always superintended the management of his mills, having a thorough knowledge of, and great liking for, machinery. He has in the past twenty-five years given more than any other twenty men in the county towards the erection of churches. We have learned from outside sources of his charitable excursions, spending two or three days at a time, visiting needy families of former

friends, employees and old family retainers, cheering them with his hearty laugh, and hope-inspiring presence, and leaving with them such substantial assistance as would fully meet their necessities."

The writer can warmly unite in the praise of which the deceased has, by others, been deemed worthy.

Instances of Mr. Davison's generous dealings have been told to him, but in accordance with what would have been the wish of the giver, they are not here specially named. They stamped him, however, as a noble-hearted man. He was very fond of reading and hearing about the discoveries from time to time of pre-historic relics, and he was also a great lover of scientific study, and followed with the greatest interest the marvellous improvements of the nineteenth century.

About a month before his death he referred, in conversation, to the great loss the community had sustained in the decease of Robert Dawson, Esq., little thinking that his own departure was so near at hand. "He was twice married. His first wife, to whom he was united at the early age of twenty, was Desiah Mack, daughter of Elisha Mack. She died some years ago. By her he had a family of ten children, seven of whom are living. His second wife, who survives him, was Martha, daughter of the late Hon. John Campbell, of Liverpool, N.S."

Miss Bertha L. Simonson died at Bridgewater, March 19th, 1894, aged nineteen years and eleven months.

"Miss Simonson was a young lady very highly esteemed. The floral offerings after her death were the finest and most extensive ever seen here.

"A short funeral service was held at the house, after which the body was conveyed to the Methodist chapel and placed in front of the platform amidst a profusion of flowers left there by loving hands. The services at the church were conducted by Revs. R. S. Stevens, J. W. Brown, and F. C. Simpson, and at the grave by Revs. Stevens, and Gelling. No words of ours can do justice to the intelligence, understanding, and general merit which characterized this bright young girl's life."

The following lines on Miss Simonson's death, were written by William E. Marshall, Esq., barrister :

“ Into a garden, soft, a shadow stole
And looked upon a flower, the loveliest there ;
It was a Morning Glory, bright and fair,
Uplifting to the Sun its yearning soul,
Seeking more light and life while yet 'twas day,
Drinking such beauty from the earth and sky.
The Rose and Lily made a bower close by,
And sang that Night and Death were passed away ;
The shadow nearer crept, then sweetly smiled,
And lo ! the spirit of that flower was free,
And all the air was hushed, as if beguiled
By some most subtle, dreamlike, mystery—
Perchance it was an Angel in disguise ;
For now the flower doth bloom in Paradise.”

Captain Joseph H. Wade died March 26th, 1894, aged sixty-four years.

“ Captain Wade came to Bridgewater some twenty-five years ago and engaged in mercantile business, and was at one time in partnership with C. H. Chase, now of Portland, Oregon. He was shipping master for this port for nineteen years and collector of customs for four years. He resigned these positions a few months before his death, and was succeeded by N. C. Owen, Esq. Captain Wade had been a sufferer for four years, and oftentimes attended to his business when under the influence of great pain. He leaves a widow and two daughters.” The interment was with Masonic honors, joined in by many of the brethren from Lunenburg. Captain Wade had been in his younger days an eager and successful moose hunter.

Since his decease, one of his daughters, Miss May Wade, has been called away, at the early age of twenty-two years. She was much esteemed in the community. The illness which caused her death was said to have been partly the result of close and faithful attendance on her father during his long sickness.

Robert Whitman died at his residence near Bridgewater, on Saturday evening, April 14th, 1894, aged seventy-two years and three months. He was the son of David Whitman, of Round Hill,

County of Annapolis, came to Bridgewater at twenty-one years of age, and remained till his death. He was twice married—first to Lydia, daughter of the late James Waterman, of Pleasant River, and many years after her decease, to Sophia, daughter of the late Michael Himmelman, of New Dublin. Mr. Whitman was engaged in the building of the first hotel erected by James Starratt at the Bridge Corner, the Slocomb house, and many other buildings in and outside of Bridgewater. He built the Methodist church at the Cross Roads, and the light-house at Fort Point. He had the highest regard for what was right and true, and was strictly honest and upright in his dealings with his fellowmen. Whatever he promised could be depended upon, and no bond could make more certain its performance. He was a lover of the beautiful in nature, with a strong sense of the greatness and goodness of God, and took every opportunity to speak of and admire them.

Mr. Whitman left, besides his widow, five sons and three daughters.

John Allen Tupper died at the age of sixty-five years, on Friday, August 9th, 1895. He was a native of Queen's county, born, we believe, at Pleasant River, came to Bridgewater about forty years ago, and has ever since made this town his home. For a long time he was in the employ of E. D. Davison & Sons as foreman of one of their mills, but latterly he superintended the mechanical department of the Nova Scotia Central Railway. Mr. Tupper was a hardy, strong man, and never incapacitated on account of illness. He was conscientious and energetic in the performance of his duties, and enjoyed the esteem and confidence of his employers. As a citizen Mr. Tupper possessed the regard of the community, and had many staunch friends, who testified their appreciation of his integrity by attending his funeral in a body."

Mr. William S. Tupper, manager and agent at Bridgewater of the Merchants' Bank of Halifax, is a son of the deceased, and one of his daughters is the wife of Henry T. Ross, Esq., barrister.

CHAPTER XVIII.

Settlement at Hebb's Mills—Gold Discovered at Mellipsisgit.

HEBB'S MILLS are two and a half miles from Bridgewater, on the Liverpool road. Adam Hebb, the first settler in this locality, came from Germany with his widowed mother when he was about twelve years old, and was brought up by her second husband, a Mr. Eisenhauer, at Lunenburg. Mr. Hebb built a schooner named the *Sawpit*, from the locality in which she was constructed, and afterwards moved to an island near Lunenburg. He took up a tract of land and built a log-house in the front of the property now occupied by Mrs. John S. McKean, at Bridgewater. His name was included for 380 acres in the grant of the township of Lunenburg. One of his sons, John George, came from the island and erected a log-house and mill at the place now called Hebb's Mills. He subsequently put up part of the large frame house which still stands there.

The provisions at first required in his new home were taken from the island in a boat, which he sometimes rowed around to La Have River, and at other times to Lunenburg, whence he proceeded, with his load on his back, to Centre, and from there a distance of several miles by a footpath. People used to hoot at him, and say he was going out of the world. He and another man carried on their backs an iron mill-crank of over 300 lbs. weight from Bridgewater to the mill before a road was made. There was no road then to Pleasant River. He went there through the woods, with blazed trees for guides, to buy a horse, and returned with him the same way. About seventy years ago, he had a shallop built by Jacob and John Randall at the mills in front of the old homestead, and it was hauled thence to the river at Bridgewater by seven or eight yoke of oxen.

He and one Deidrich went in it on trading voyages to Halifax. By hard work he established himself comfortably, and was at length enabled, out of other lands he purchased, to give seven farms to as many sons, on which they settled and brought up large families. He also gave to each son a German family Bible. Several of his sons had John for their first Christian name. In such a case, the two names would be used together, as John Nicolas, or John George. Sometimes men of the same first Christian name and surname would be known by adding their places of abode. Thus John George Hebb was called "Shore John" when living close to the river, to distinguish him from "Beech Hill John," and other Hebbs named John. Mr. Hebb died at the advanced age of over eighty years. Of his family (himself, his wife, seven sons and three daughters), Mr. Solomon Hebb, living on the Pleasant River road, now in his eighty-sixth year, is the only survivor.

In the old days when business was brisk at Hebb's Mills, there was a forest of first-class pine close at hand, of which the Hebbs had 2,700 acres, called the mill grant. It was quite usual to find trees from two to three feet, and sometimes three to four feet, through. Many of the stumps are now to be seen. A union mill was built by three Hebbs, which gave place to three separate mills. Much money was made there, and large loans were obtained from the Hebbs. Fifteen hundred pounds and six hundred pounds, in gold, were two of the many sums lent. Extensive fires destroyed the remaining timber and the business connected with it.

The farms between the mills and Bridgewater have been chiefly owned by Hebbs. It used to be said that there were miles of Hebbs on that road, and miles of Kochs on the opposite side of the river, on the road from Bridgewater to New Germany. The descendants of all still largely occupy the ground. John, David, Enoch, and Henry Koch were sterling men, as were John, Abraham, Jacob, and others of the Hebbs, strictly straightforward and true in all their transactions. Their memory is honored.

MELLIPSIGIT.

The Mellipsigit gold-fields are about nine miles from Bridgewater, and three miles from Hebb's Cross on the Liverpool road.

A writer in the *Progress*, in 1883, stated that he had visited the Owen pit, and other claims, in their infancy, and had then recently revisited them. Three leads had been opened up, one from 14 to 16 inches thick, all three gold-bearing. At a depth of 80 or 90 feet, another lead had been struck, 6 to 9 inches wide, showing gold and other metals, as well in the slate as in the quartz lead. He was informed that the work, so far, was only one of development.

Another account was given of a lode which had increased from 8 inches in width at the surface, to 15 inches at a depth of 80 feet, carrying an unusual quantity of gold.

Other leads promising well have been discovered from time to time, but have not been sufficiently worked. It is believed that this district would, with a wisely directed expenditure of capital, prove to be one of the best in the country.

CHAPTER XIX.

La Have River—Its Rise, and Course to the Ocean—Poems on the River, by different authors.

THE La Have is the most beautiful river in Nova Scotia. It is also the largest, as has been proved by actual comparisons and measurements.

The surplus waters of Lake Paul, Oak Lake, Frog Lake, Shellcamp Lake, Cloud Lake, Joe Simon Lake, and Lake Spry, all on the south mountain, the two last in Annapolis county, and the rest in King's county, reach the La Have; tributary also to which are several lakes and streams in the timber lands of Davison & Sons.

A dam three feet high, at the outlet of Cloud Lake, has turned the water down the north side of the mountain into the Annapolis River, some of the sources of which are not more than half a mile from Lake Le Marchant, near Joe Simon Lake. A road intended for direct travel to Lunenburg, which was commenced about seventy years ago, passes by the two last-named lakes.

Forty-seven River rises at Cloud Lake, and flows through Dalhousie near Falkland ridge. On this stream are the Dog Falls, about fifty rods above the sink spout, which is half a mile from the Cherryfield railway station. This spout is a narrow gorge, with perpendicular rock on each side, thirty feet high. There is a whirlpool or eddy here, which tosses the logs in wild confusion. Before the roll dam was put in by the Messrs. Davison, to cut off part of the falls and make a sluiceway, a log would sometimes get fixed crosswise, and had to be cut out to relieve the jam of logs it had occasioned in their passage. Mr. John Morrison, of Springfield, was once so



LA HAVE RIVER.
(TEN MILES BELOW BRIDGEWATER.)

engaged, when away went the "key log," with others, and he disappeared. It was supposed that he was drowned, but a log, coming end first, lifted him up on logs which were in the eddy, and he was caught by fellow-workmen and saved. Men similarly employed have from that time been secured by ropes.

Forty-seven River continues its course through still waters, and marshes which cut about three hundred tons of hay.

The North River has its rise at Oak Lake, and runs through East Dalhousie in King's county, and on near to Stanbourne in Lunenburg county.

When nearly opposite Jacob Meisiner's house, New Germany, Forty-seven and North rivers unite in the La Have, which flows on into New Germany Lake (where also empty the waters of a considerable stream, known as Westbrook), and thence to Morgan's Falls, a most attractive spot, especially when there is high freshet, and the logs in transit to the mills below are passing over. The water under the falls is very deep. A stone was once fastened to a fifty-foot line, and did not reach the bottom. A spar sixty feet long has gone down out of sight, and reappeared some distance off. The river pursues its way from the falls on to Wentzel's Lake, through the pretty settlement of Riversdale, where another stream, connected with the La Have, is seen, the course of which will now be traced.

The Sherbrooke River flows from Lake Paul, where there is an important settlement. The Gully River rises about five miles above Nine-Mile Lake, or "Big Sherbrooke Lake," which is in Lunenburg county, and receives the waters of both these rivers. On the Gully River there are several very beautiful views, of which photographs have been taken. In the Nine-Mile Lake are caught the "grey lake trout" referred to in another part of this work. About three and a half miles south of this lake is Indian Lake, at the inlet of which is a "reserve," where the Hammond family live. The Kedy River flows from this point until it passes under the railway bridge at Riversdale, and a short distance below empties into Wentzel's Lake, a mile and a quarter long, round the shore of which travels the iron horse of the Nova Scotia Central Railway. At the south end of the

lake, the La Have passes out near the finely situated and productive farm of Mr. Stephen Wentzel, where luscious grapes are grown in the open air. Its course, thence, is by lovely camping grounds, and past Governor's Island, a former tenting-place of the Earl of Mulgrave, about nine miles in all to Bridgewater, where it meets the tides of ocean. Koch's Falls, or rapids, are on the river, about two miles above the town, and are very pretty. Below the bridge, by boat, and along either shore by carriage, most enjoyable excursions may be had.

The distance from Bridgewater to Fort Point is twelve miles.

Good views are obtained from the river of the different places of interest on either side.

Conquerall Bank, on the west side, about three miles and a half from Bridgewater, has steadily advanced and is quite a village, having considerable trade and commerce. Two miles farther on is Pleasantville, where many fine vessels are built. A few miles beyond it is West La Have Ferry, one of the river shipping-places. Near Fort Point, with its old French ruins, is Getson's Cove, a place of call, as is also Conquerall Bank, for the steamer *Bridgewater*.

Summerside is on the left hand, about three miles below La Have bridge. Here are the busy shipyards of Mr. Stephen F. Leary and others. A short distance on is Koch's Point, where, and in the vicinity, the late John Koch and John C. Rudolf, and Charles and William Rudolf, once carried on business and loaded English ships chiefly with ton timber purchased for \$16 per ton. Merchantable pine was \$10; pine shingles, 20 inches long, \$3; hemlock lumber, \$6; flooring boards, 60s.; clapboards, 80s. per thousand. Rudolf's store was for a long time the only one on the La Have River.

Mr. Koch erected, and in 1820 moved into, the house now occupied by Rev. G. D. Harris. The old Rudolf homestead is near St. Matthew's Church, and occupied by Josiah Rudolf, Esq., son of the late Charles Rudolf.

Tradition says that a soldier who in early times was stationed at the block-house in this vicinity, strayed into the woods, and being missed in the evening, a party went out and searched for

him in vain. Many years afterwards parts of his knapsack and gun were found near what is now called the Mullock Settlement, where it is supposed he perished.

Arenberg's Island, which the Misses Arenberg also called Paradise Island, about four miles from Bridgewater, is a beautiful place, where many an enjoyable picnic has been held.

Below Summerside, on the eastern shore of the river, are the Bear Hills, Wilkie's Cove, East La Have Ferry, Walter's Cove, Parks' Creek, and Ritcey's and Creeser's coves, the fine residences around which attest the well-to-do position of their owners. Passing Fort Point, which is on the western side, the mouth of the "Rhine of Nova Scotia" is reached.

Other views, both extensive and charming, are to be had about the river. One of the finest is from a hill in rear of "The Five Houses," near to and opposite Fort Point, taking in several miles of the river, Ritcey's, Creeser's and Getson's coves, Dublin Bay and shore, the "Big House," and Oxner's and Mosher's heads, the Spectacles and other islands, and away in the distance, West Dublin and Crescent Beach. There are no more delightful drives in the country than those along the banks of the river, on roads over which it is a pleasure to travel.

In 1826, £25 was voted in Parliament to George Chipman, Esq., of Horton, to enable him to complete his survey of the practicability of an inland water communication between the Gaspereau River and La Have River, and for clearing out certain runs and falls.

Haliburton wrote in 1829: "There are upwards of thirty saw-mills fed by this (La Have) river, and a number of vessels are annually loaded here for Great Britain with timber, lumber, and staves. Codfish, sturgeon, halibut, salmon, shad, alewives, herring, etc., are caught in great abundance here."

A minute and careful survey of the coastal portion of La Have was made by Captain Shortland, under order of the British Government, in 1862.

In December, 1863, during the civil war in the United States, the *Chesapeake*, a wooden steamship of 495 tons, Captain Millet, which had been plying as a packet between New York and

Portland, and was taken possession of by Southerners, who were on board, with Lieutenant Braine as leader, came into the river, and was reported at the Custom House under the name of the *Retribution*. She remained in the vicinity of Conquerall Bank for a few days, and made her exit from La Have previous to the arrival of the steamer *Ella and Annie*, belonging to the United States Government, and commanded by Lieutenant Nichols, by which vessel she was afterwards captured.

The harbor inside of Fort Point is one of the finest in America, free from shoals, and in which vessels are safe from every wind that blows. It is generally as smooth as a mill-pond. Hali-burton says: "It is unquestionably one of the best harbors in the Province."

This river furnishes, at sunset and by moonlight, exceedingly beautiful pictures. It is in itself so charming that it is matter for regret there are so many in Nova Scotia who have not seen it.

THE LA HAVE RIVER.

By Mary J. Katzman (Mrs. W. Lawson).

THE tinted robe of Autumn was folded round the land,
And beauty, like a girdle, the quiet country spanned.
Meadow and sloping hillside where grazing herds were seen,
In soft October sunlight, wore glance of summer green—
The rosy apples ripened beneath the golden ray,
Within whose mellow radiance the pleasant orchards lay,
While the iris clouds bent downward to kiss the laughing wave
That sparkled on the bosom of the broad and blue La Have. .

On swept that noble river, the beautiful—the free—
Till its shining waters mingled in the far-off sounding sea ;
Itself a mimic ocean, where snowy sails were spread,
Whose depth gave back the shadow by barques at anchor shed,—
Its dimpled waves resounded to music from the oar,
As stalwart boatmen guided their skiffs from shore to shore—
The pleasant shore, whose margin slopes gently down to lave
Forever in the ripple of the beautiful La Have.

How gracefully the shadows fell through the mellow air
From quiet forests stretching on either headland there :
That grand old limner Nature, with variegated dyes,
Had draped the quivering branches in robes of royal guise—

So duskily the fir-tree shot up with spiral cone—
So gorgeous gleamed the maple with scarlet mantle on—
And sloping to the river they donned their vesture brave,
Beside the liquid mirror of the flashing bright La Have.

Miles, miles of rushing water forever grand and free ;
On sweeps the mighty river through Time's eternity—
Fresh as when erst it bounded from God's creative hand—
A never-failing fountain to bless a lonely land.
So long a silent watcher, with the distant stars that shine,
And droop their golden shadows in Acadia's forest Rhine,
So long a voice and witness from the Past's eternal grave—
Unshadowed and unfettered—O glorious La Have !

Chant not thy waves a legend, as they wander to the sea,
Of the Micmac race who journeyed beside, and like thee, free—
How the bright and glancing arrow o'er the shining waters flew,
As they cut the dimpled billows in their fairy-like canoe?
Did not bright Indian maidens bend down with eager glance,
And braid their dusky tresses beside thy blue expanse?
Did not the chieftain's wigwam shoot up from forest glaive,
And his war-song wake thy echoes, O beautiful La Have?

Where are those dusky warriors ? A failing, feeble band—
Wanderers, and almost exiles, in this their fatherland.
No longer curls the smoke-wreath from birchen tent at eve—
No more the dark-browed maidens the motley network weave,
Within the pine-tree's shadow, oh, river of the west,
No longer doth the Micmac beside thy waters rest,
For tyrant voices drove him from the soil he sought to save,
From the hunting-ground of kindred, beside the blue La Have.

And stranger tones have fallen where meet thy drooping trees,
And foreign songs have lingered all homesick on the breeze—
Thy waves have caught the cadence, and seen the merry glance
Of the peasant sons and daughters from vine-clad La belle France—
Thou hast heard their ringing laughter—a sweet melodious din—
Seen bodice, cap and kirtle, and beaded moccasin ;
But the old regime is over—for arms and conquest gave
Acadia's soil to England, with thee, thou proud La Have.

And thus thou rollest ever—bright, peerless, uncontrolled—
The peaceful sky above thee—around, the forest old—
Stretching in vast magnificence on to the mighty sea—
So beautiful in slumber—so grand in liberty—

So solemn and mysterious beneath the tone of night—
So gorgeous in thy raiment of glad effulgent light ;
Bright living type of freedom in nature's temple brave—
Rejoicing ocean's youngest born—thou beautiful La Have.
December, 1859.

EXTRACTS FROM LINES ON THE LA HAVE.

By Ada A. DesBrisay.

THY winding way is perfect in its grace,
A thousand diamonds sparkle on thy face ;
Blue are thy waters, lovely islands there
Add charms to what already was so fair.
Thy banks are hung with branching oak and pine,
Here maple, fir and ash their arms entwine,
And midst them rises some romantic peak,
While through the leaves the breezes seem to speak
In voices mournful, if our hearts are sad,—
In merry tones, if haply we are glad.
Small villages on either side are seen,
With scattered dwellings all the way between ;
Like some continuous suburb of a town,
On hillsides sloping to the river down ;
Stretches of forest sometimes intervene,
And tall church spires arise amidst the green.
A resting-place for those who've passed away,
Lies where my feet were often wont to stray.
Secluded spot, whose solemn tombstones seem
Forever watching thy swift-flowing stream ;
Few sounds will mar its quiet till the time
When God shall call the dead with voice sublime.
On summer eves, when dusty heat has flown,
And zephyrs cool thy surface sport upon,
By oars or paddles moved, or left to float
Down with the tide, we see some well-filled boat ;
Sounds of gay laughter wafted to the shore,
With sweet songs mingle, echoed o'er and o'er ;
The rising moon a stream of radiance casts
Across the water, while the vessel's masts
Catch on each point a gleam of silver light,
Which shadows only serve to make more bright.
The lighted windows peeping here and there,
Are scarce espied, so bright the outer air ;

And happy rest alone appears to reign—
We think thou ne'er hast witnessed care nor pain.
Surely thou couldst relate a different tale,
Of crowds with anxious hearts and faces pale,
Who found thou treacherously wouldst form a grave
For children loved, they vainly tried to save ;
Of wearied ones, whose reason fled its throne,
Tired of the scalding tear, and sighing moan,
Worn by the struggle with the demon Drink,
Would wander restlessly upon thy brink,
And, tempted by thy promises of rest,
Plunge life and woes at once beneath thy breast ;
Of sudden gales from thy encircling hills,
Which swept unnoticed o'er their trees and rills,
Till some frail skiff, with jaunty sails all set,
Receives them, and is helplessly upset
With all its freight ; and oh, to some how dear
May be the forms which find a death-bed here !
But still I love thee, wander where I may,
No other stream can tempt my heart to stray ;
Content to dwell in sight of thee forever,
And sleep at last beside thee, beauteous river.

THE BEAUTIFUL LA HAVE.

By Rev. G. O. Huentis.

LET others of Saint Lawrence sing,
Or Mississippi grand ;
My muse would fain a tribute bring,
To one in Scotia's land.

Not muddy Shubenacadie,
Nor Avon's classic shore,
Nor of the streams of Cumberland,
Dear in the days of yore.

But of La Have the beautiful,
As fair and lovely now
As when the French explorer's ship
First upward turned its prow.

Enchantment seized them on that day,
No scenery more grand :
A home long sought, at last was found,
In fair Acadie's land.

Briefly Razilly viewed the scene,
Death closed the Governor's eyes ;
And soon the little band removed,
To dwell 'neath other skies.

The footsteps of the sons of Gaul
Are scarcely seen to-day ;
While Celtic and Teutonic crowds
Here live, not merely stay.

Hail, Scotia's most delightful stream ;
Tourists no finer crave ;
Here let me live, and sing and dream,
Beside the fair La Have.

THE LA HAVE RIVER.

By Rev. William Almon DesBrisay.

Oh, what would I give for a sail to-night,
On the beautiful river of dreams ;
On the peaceful breast of the calm La Have,
Where the magic of starlight gleams.
Oh, the bright green vales and the hillsides fair,
Are the fairest the wide world knows ;
And the picture I love is a pure white sail,
Where its whispering water flows.

From its source where the gliding brooklet sings,
To the spray of old Iron-bound ;
Sweet nature her loveliest landscapes took,
And strewed them over the ground.
Oh, I wonder to-night how the music swells,
And the wild pine forest seems ;
With the moonlight deep in its weird paths,
On the beautiful river of dreams.

O memory's isle, are you happy yet ?
Are you minding a dipping oar ?
Do you think of the golden summer days,
And the greetings that come no more ?
Oh, never a twilight on tender wing,
Comes tinted with purple beams,
But memory hallows the matchless scene,
On the beautiful river of dreams.

Dream on, O soul of the longing night,
O heart of the prayerful past ;
Some days must in shadows descend to earth,
Some nights must be overcast.
O spirit of love that must sometimes bring
A sorrow the Father deems
Is best for a life ; keep faithful watch
On the beautiful river of dreams.

O wings of the faces that come and go,
Float back from your golden clime ;
And waft me the musical voices still,
In the leaf-strewn isles of time.
Oh, bring me the language love hallows yet,
As the sweetest of all life's themes ;
And sing with me when the night winds sleep,
On the beautiful river of dreams.

CHAPTER XX.

La Have Iron-bound Island.

LA HAVE Iron-bound Island, so-called to distinguish it from Chester Iron-bound, was granted in 1778 to Leonard Christopher Rudolf. It is about five miles from Fort Point, and has one of those superior lights with which the coast is well supplied to increase the safety of mariners.

In the summer of 1879, the writer, with seventeen others spent a few weeks on the Dublin shore, and visited the places of interest in the neighborhood, two excursions being made to Iron-bound. One of these will be here described.

The start was made at 8 a.m., in the *Lobster Seeker*, Captain Ephraim Oxner, the party numbering eighteen. The expansive sheet of water was sparkling beautifully in the beams of the morning sun. Whale-boats and small flats were sailing out for fish. When the island was neared there was a heavy sea-roll on, and a whaler not far off was now and then hidden from view by the bounding billows. The wind failing on a closer approach, some of the ladies asked permission to "man the oars," and so helped us to reach the island. We soon entered a snug little cove, formed by two small islands of granite, where fishing-boats were moored, and, trying to put our craft on shore, found the surf too heavy, and returned to the anchorage. A son of Mr. Enos Wolfe, the light-keeper, kindly put off his large boat, and took us, in two trips, safely to shore. As some of us were waiting our turn, a clerical friend who was of our party, Rev. D. McMillan, now of Sydney Mines, narrated the terrible experience of himself and several others in once attempting to land at this island. A huge wave upset their boat, and they were in deep water and in great peril.

One had a limb broken, but otherwise they were unhurt, and reached land with hearts full of gratitude for their deliverance.

We received a warm welcome at the home of Mrs. Frederick Wolfe, and went thence to the lighthouse. After a short visit, Mr. Enos Wolfe and some of his family accompanied us on a walk about the island. We had a most extended ocean view, and saw the mighty waves rolling in grand style upon the rocky shore. The keeper showed us rocks, weighing many tons, which had been moved long distances by the sea. We found on the beach pretty wild-flowers, one resembling the "forget-me-not." Attached to the lighthouse was a neat and comfortable home. There we saw a handsome sofa, and chairs, made by Mr. Wolfe, of yellow ash, and finely finished, with fruit very neatly carved in the top of each piece, the upholstering being done in scarlet cloth. Having dined, we went to the lantern, and enjoyed from the balcony a widespread view of sea and land, the fisher-boats in the distance looking like toys on the crested waves. In the parlor we listened to music from an organ played by a daughter of the keeper, accompanied by her brother with a violin, and one of her sisters with a home-made tambourine, and songs by the whole party.

We had another walk, this time to the "grey rocks" on the opposite side of the island, passing large fields of fine grass and potatoes. Immense masses of granite were piled heap upon heap, including square blocks of huge size, as if nature would laugh to scorn the puny efforts of man in putting great stones together. One large square rock, in a very elevated position, with a flat and even surface round which a number of men could stand, was pointed out. It is called "the fishermen's card-table," used sometimes when waiting for the appearance of fish.

While we were on these rocks a vast shoal of herring came close in shore. A large grampus, judged to be over thirty feet long, was seen plunging into the midst of them and scattering them on all sides. And now the cry was, "There he is! there he is!" as he several times gave us a fine view of his noble proportions, when, rising from the water, he dived into the moving mass, and was evidently making a satisfactory evening

meal. The whole thing was a splendid sight, such as the keeper said he had never seen, though he had been on the island a long time. Similar sights are sometimes witnessed on the other side of the ocean. Hugh Miller tells of one in Cromarty Bay, which was literally covered with herrings and birds, while no fewer than seven whales, apparently of a large size, were seen within the space of half a mile.

Returning to the beach, we re-embarked. Passing Mosher's Head, the eastern end of a beautiful island, to which, as a choice spot, the Bridgewater firemen have sometimes gone on their annual picnics, we neared the Spectacle islands, appropriately named, as at low tide a strip of sand, used as a roadway, unites the two. Opposite to these we had in view Oxner's Head, projecting boldly seaward, like a smaller Blomidon, and in front the mainland from Fort Point to Bell's Cove; altogether making up a beautiful picture, as in smoother water, and with song and story, we made our way to our temporary home on the New Dublin shore, where a grand spread of creature comforts ended the proceedings of this long-to-be-remembered day.

Over forty years ago, and before the erection of the lighthouse, the schooner *Jack Hilton*, of Liverpool, owned by Charles and William Gooseley, was wrecked on the west side of the island. The vessel and cargo were totally lost; but the crew—Thomas, James, and William Gooseley, with two others, Richardson, and Falls, and a woman from Shelburne—were saved.

The bank near the lighthouse is forty-seven feet above sea level, and the waves have often gone over it in boisterous weather. On the 15th of April, 1881 (Good Friday), there was a heavy gale with rain during the day, and about 9 p.m., the wind blowing violently, a tremendous sea, which the keeper thought was about fifty feet high, broke over that part of the island where the lighthouse then stood, and in which he and his family lived. When he first saw it coming it looked like an immense white cloud. Miss Maude Wolfe was in the kitchen, and her screams, caused by the sudden bursting in of the water, were heard by her father, who rescued her with some difficulty from her peril-

ous position. The wave which covered the cooking stove, took in a quantity of sand and stones. A large portion of the foundation wall was torn out, and part of it carried twenty feet away. The oil store was struck on the gable end and shifted five feet, ten feet of the shingling being removed. The wood and lumber lying about were carried as with a flood, about an eighth of a mile. This was the wildest storm Mr. Wolfe ever witnessed there.

In 1892, for greater security, the lighthouse was moved sixty feet farther from the sea to its present position.

On the 18th of April, 1893, during a heavy gale, the schooner *Amanda*, Captain Spright, coal laden, went ashore on the north side of the Spectacles, and the schooners *Isabella*, Captain Pettipas, and *Lillian*, Captain Sangster, went ashore at Mosher's Island. The *Amanda* and *Isabella* were broken to pieces.

CHAPTER XXI.

Settlements and Places between Getson's Cove and Vogler's Cove—
Churches and Clergymen—Biographical Notices.

GETSON'S COVE is a place of importance on account of its very excellent harbor, and the business done in connection with the fisheries and home trade. It has a customs house for the entry and clearance of vessels resorting thither. Great improvements are being made in the dwellings of the people.

Between Getson's Cove and Petite Riviere lie the settlements of Lower, and Upper or West Dublin. They are supplied with churches, school-houses, stores, and temperance halls. There are many neat and comfortable houses all along the shore. Picturesque inlets from the sea meet the traveller at every turn. Close to the beach at Lower Dublin, with only the post road between, is the commodious house of Mrs. Susan McFarlane, a kind and attentive hostess. The situation is very fine, and commands an extensive bay view, away to Iron-bound and other islands, taking in the vessels entering and leaving the La Have, and the boats of the island fishermen with their red and white sails, and rowing skiffs passing to and fro. Many a beautiful marine picture is here presented. There have been none finer than the one seen on a bright day in May, 1895, when forty American fishing-vessels (mackerel seiners) set sail together from New Dublin Bay.

About a mile farther west, near the pretty Bell's Cove, is the summer boarding-house of Mr. William Oxner, which is well spoken of, and is a pleasantly situated place. American and other visitors enjoy outings in this section of the county.

One of the best views on this shore is from a hill on the farm of Mr. Nicolas Oxner, including Dublin Bay, the settlements

near it, and some of the La Have islands. On this farm once lived Nicolas, and Anna Margaret Oxner, parents of the above-named Nicolas, and of J. Levi Oxner, Esq., of Bridgewater. Mr. Oxner was an industrious, kind-hearted man, "given to hospitality." His wife was noted for her kindness to all, especially the poor and needy—a true friend, one who never spoke ill of anybody. In her advancing years she looked like a lady of the olden time, with her hair arranged in cannon curls around her handsome face. She died at the age of eighty-four years.

The lobster canning business was here engaged in by James Young, a Scotchman, in 1854. He was succeeded in the work by J. L. Oxner, and he, in turn, by the brothers Waddelow, of England, who were followed by Oxner brothers.

Large deposits of clam shells have been found some distance below the surface, westward of Fort Point, marking the resorts of Indians or French.

The churches at Lower Dublin are "St. James'," erected in 1861, in which Rev. Klement Richardson, M.A. (T.C.D.), of West La Have Ferry, officiates; and two Presbyterian churches. One, erected in 1859, has, in gilt block letters, over the door, "Gloria in Excelsis Deo." The manse was erected in 1879, and near it is a new church, built in 1893. New Dublin was in early times visited by the Presbyterian clergymen at Lunenburg, and subsequently by Revs. H. D. Steele, of Bridgewater, and D. McMillan, of La Have. A separate charge was established about 1876; and the pastors resident at Lower Dublin have been Revs. D. McGregor and Archibald Brown (since deceased), followed, January 1st, 1888, by the present pastor, Rev. Henry Crawford.

The ministers at West Ferry and Lower Dublin officiate in a union church at West Dublin, where there is also a Methodist church, served by the pastor resident at Petite Riviere.

Apple-trees, planted by the French at West Dublin, now two feet and a half in diameter, still yield their fruit; and hops, growing from roots said to have been planted by people of the same race, can be seen among the alder bushes at a brook on

Loveley's Point, now Risser's, where there are traces of ancient clearings. Some of the bushes were removed, and poles having been placed there, the hop vines embraced them, and wound their way to the top.

ACCOUNT OF DISASTER TO SCHOONER "INDUSTRY,"
DECEMBER, 1868.

"WEST DUBLIN, County of Lunenburg,
"March 17th, 1869.

"To M. B. DESBRISAY, ESQ., M.P.P.

"DEAR SIR,—We proceed to give you, as nearly as possible, a correct and minute account of the disaster that we met with, and the privations that we endured, while on board the *Industry*; and, furthermore, an account of the kindness that we experienced at the hands, and through the instrumentality, of persons who, at the time, were perfect strangers to us.

"We sailed from West Dublin in the schooner *Industry*, of thirty tons burthen, on Friday, the 11th of December, A.D. 1868, about 7 a.m., having a crew of five men, including ourselves, viz.: Captain Lewis Sponagle, and R. B. Currie, owners; Henry Wolfe, Daniel Wambach, Henry Le Gag, jun., all of West Dublin; and two passengers, Miss Angeline Publicover, of West Dublin, and Wentworth Murphy, of Lawrencetown, County of Halifax.

"Our cargo was dry and pickled fish and wood, and our port of destination, Halifax. We had light westerly winds and moderate weather, until one o'clock at night, when the wind veered to the north-east, and was accompanied with snow, rendering the land invisible. At that time, Sambro light bore north-north-west from us. Deeming it dangerous to make any further attempts to gain the harbor, we commenced preparations to return to La Have; but just prior to our doing so the force of the wind caused our foresail to split. We, however, started for La Have, and having run for some time with the wind as aforesaid, until we judged that we were in the vicinity of Cross Island, we were confronted by a breeze from the north-west, which increased in vehemence until it blew a perfect gale. Our foresail, which was badly damaged in the first instance, was now rendered valueless as a means for propelling our little craft; and being unable to lay her to, we had to put to sea, and scudded for three days and nights under bare poles. While running off, we cleared our decks, and unfortunately a cask of

water was thrown overboard, and another one accidentally crushed so badly that we managed to save only two gallons of its contents. On the fifth day we spoke an American schooner, but the sea was so boisterous at the time that the captain was unable to render us any assistance. At our request, however, he gave us the course for Bermuda, and we proceeded upon it for three days, with favorable winds, in the vain hope of rescuing ourselves from our perilous position. A strong breeze which sprang up from the westward drove us back again, and lasted for a similar length of time, namely, three days, during which we suffered severely. The wind was so high as to cause a heavy sea, which made a perfect breach over our little craft, tearing her bulwarks, rails and stanchions away, and flooding our cabin, so that it was with difficulty that we kept her free. The tarpaulin was beaten off our forward hatch, and we had to secure over it a cowskin that was on board. Our paraffine oil was spilled the first night we were out, and on the fourth day our stove was broken, and rendered almost useless. We were comparatively without water, having only about two gallons that we saved from the cask, and a teakettle full of hailstones that we gathered in a remnant of the foresail. We dared not eat any of our salt fish, because of our want of water, and there was nothing eatable on board that was not saturated with salt water. We had a bag of oats which we roasted on the stove, though it was, as before stated, in a very shaky condition. From the date of our departure from New Dublin, we were in all eighteen days on board the vessel, and for the last six days subsisted upon seven hard biscuit. Not once, but many times, during these eighteen days, when in the height of despondency, and we saw, as we supposed, grim death staring us in the face, did we bid each other farewell.

"At last, on the 29th of December, when we were altogether despondent and exhausted, in short, in such a state as can be more easily imagined than described, Captain Hiram Coalfleet came to our assistance with the barque *Providence*, which hailed from Windsor, but belonged to Hantsport. The sea was running high. Captain Coalfleet, perceiving the danger of the task he was about to undertake, ran his barque alongside our disabled craft, and during the time the vessels were together, which could not have been more than a few minutes, his mate, Abel Coalfleet, who was also his brother, gallantly hazarded his life to save ours. He ran out on the mainyard of the *Providence*, which was caught in our rigging, by which he speedily lowered himself on board our schooner, and, having first rescued Miss Public-

over, aided some of the rest to ascend the side of the barque. We were assisted also by Captain Coalfleet's crew, who, although not on our deck, still were at the scene of action. This was done most expeditiously, and the schooner's rigging was cut to disentangle her from the barque and to prevent further damage being done to her hull, as both vessels were injured by coming in contact. This no doubt caused the *Industry* to sink sooner than she would have done. About three-quarters of an hour after our rescue she disappeared.

"When we first got on board the barque our tongues were swollen, and we were in such an emaciated and exhausted condition that we were almost unable to articulate; and it cannot be wondered at, being but the natural sequence of the fatigue, together with the want of both food and water.

"Our preservation while on board the *Industry* was perfectly miraculous, and the manner in which we were relieved almost as wonderful, comprehensible only by an eye-witness, and both must be attributed to the providence of an all-wise God. Were we to state all that we endured, and were we able to describe graphically the intensity of the gale that our little craft survived, our story would appear, even to some of the most experienced navigators, a fiction; but the accounts received from other quarters with reference to the severity of the weather on the Atlantic during the time referred to, and the number of wrecks that occurred, will go far towards corroborating our statements.

"We cannot speak in terms sufficiently commendable with respect to the conduct of Captain Coalfleet and his crew. He treated us hospitably until we arrived at his port of destination, London, England; but notwithstanding his kind treatment, we still had hardships to endure. The barque was laden with paraffine oil, and the strength and flavor of it had penetrated everything that was eatable. Even the water was contaminated by it, so that whether we ate or drank we had to experience an unpleasant taste. We found that although it produced an almost ravenous appetite, it sometimes caused excessive vomiting, and at other times violent diarrhoea.

"When we arrived in London we met with kind and sympathizing friends, who tendered advice and material assistance. Conspicuous among our benefactors were Captains Harrington, Wilson, and Henderson. We thence by an overland route proceeded to Liverpool, where we again met with friends, prominent among whom were T. C. Jones, Esq. (a Nova Scotian and a relative of Alfred Jones, Esq., M.P. for Halifax), and William Inman, Esq., proprietor of the Inman line of steamers. The latter

gentleman gave six of us free passages (two in the saloon and four in the steerage of the steamship *Etna*) to Halifax, N.S., where we again found friends, who were ready not only to congratulate us upon our return to the Province, and to hear of our hairbreadth escape, but also to forward us to our respective homes, where we arrived to find our relatives and friends waiting in anxious anticipation, and ready to welcome us with tears of joy.

“ With compliments, we remain,

“ Yours respectfully,

“ R. B. CURRIE.

“ LEWIS SPONAGLE.”

The brave conduct of Captain Hiram Coalfleet and his brother, Abel Coalfleet, above detailed, was brought by the writer to the notice of the Lieutenant-Governor, Sir Hastings Doyle, by whose command the facts were communicated to the Governor-General. A handsome gold watch and a binocular glass, each bearing a suitable inscription, arrived from England, and were given respectively to the captain and mate.

At West Dublin, and about eighteen miles from Bridgewater, by an excellent road near river and sea, and sixteen and thirteen miles respectively, by other routes, there is one of the most attractive beaches in the Dominion—formerly known as Romkey's, now called Crescent Beach. It adjoins the main highway and is more than a mile in length, separating Dublin Bay from Petite Riviere Bay. The sand is very smooth, and the wheels of carriages, of which a large number can travel abreast at low tide, leave but a faint impression. Surf and other bathing can be there enjoyed. As a watering-place, it is quite equal to some of the best in the United States. It should, in the near future, with suitable hotel accommodation and improved facilities in travelling, attract hosts of visitors. Part of this beach was the subject of a famous law suit, tried at Lunenburg, about fifty years ago. The late Sir William Young, C.J., and John Creighton, Esq., Q.C., were opposed by the late Judge in Equity, Johnston, and George T. Solomon, Esq. The trial lasted from Tuesday till Saturday, and ended in non-suit. The jury retired in the evening of the last-named day, and came into court at

midnight. Benjamin Legge, Esq., of Mahone Bay, was foreman. The contentions of the parties were afterwards settled.

At the end of the beach there is a long bridge, forming quite a promenade and connecting it with the nearest of the La Have islands, George's Island.

The other islands are named, Cape La Have Island, Bell's, Wolf's, Tumblin (2), one of which is also called the Knob, Bushen's, Thrump Cap (3), Round, Baker's, Walfield's, Outer, Bush's, and George's, and are inhabited by sixty-one families, eighteen of them living on Bell's Island. The channels and passages add much to the beauty and romantic nature of the scenery. Standing, on a Sunday morning in summer, by the church on Bell's Island, the sail and row boats laden with respectably dressed people coming from all directions to service, or returning when it is over, make up a lovely picture. The islanders are very kind to visitors, who fail not to remember the warm welcomes they receive. Those who go there from Bridgewater, in the steamboat of the brothers Munroe, on pleasure bent, are often much indebted to the kindness of Mr. George C. Burton, who manages, on Bell's Island, the branch business of J. D. Sperry, M.P.P. He came from Dominica, when a lad, and has lived in Petite Riviere for over thirty years, and borne an excellent character. He built a yacht (*Ivy*), which is "a thing of beauty," noted for speed and safety, and which carries him to and from his home on the main. The spars and sails were also made by himself. The handsome brass-mounted wheel was presented to him by Robert Hunter, Esq., of Bridgewater. Round the shores of these islands can be heard

"The surges lapping on the shallow sand,
The sea-bird's wail."

There one can

"See the falling wave,
Foam-fretted, flashing—the sunlight clear
Through its blue crystalline curve.

"Can watch the blessed waters lave
The sea-weed girdled boulders—feel the spray,
Breathe the soft breeze, taste the Atlantic brine."

The first settlers were Wendel Wolf, Benjamin Tumblin, and Michael Publicover.

Alexander Bell, who is in his ninety-third year, lives on Bell's Island. He was born at Bell's Cove, Lower Dublin. Mr. Bell is in the enjoyment of good health and strength, and has the use of his hearing and other faculties in a remarkable degree.

The house and premises at the entrance to Crescent Beach were purchased a few years ago by F. B. Wade, Esq., for a summer resort. West from this place, other white sand beaches are passed over, up which roll "the great waves that come arched and majestic to the shore."

The Petite Riviere hills are in full view.

While travelling along this shore by moonlight, with a picnic party conveyed in a decorated ox-waggon, a large fire was noticed seaward. A young man who passed was asked about it. "Oh, that," he said, "is the burning ship, and she comes every seven years, goes up the bay, and then returns; and you can hear the screams of the men on board." He said he had seen it twice, and that it had been there often. This story amused the party, especially when it was afterwards ascertained that the fire was one consuming rubbish on Cape La Have.

A similar tale, the burning excepted, has been told of the *Teazer*, in Chester Bay.

Cotton Mather, Bryant, and Longfellow have written of "spectre ships," and Irving, refers to the pilgrim superstition of a missing ship that reappeared on the coasts in bad weather, as "a faith more or less common in all the colonies." It has been said that "the legend of the spectral ship is cherished in almost every quarter of the globe."

PETITE RIVIERE.

The river from which this village takes its name, flows from Wile's Lake at Lapland, passes through large lakes in the rear of Hebb's Mills, and other lakes at Conquerall, and meets the salt water near the village, which lies chiefly at the base of steep and pretty hills. The water between Cape La Have and the beaches at Petite Riviere, commonly called Petite Riviere

Bay, is referred to by Haliburton, who says: "Behind Cape La Have is situated Palmerston Bay, at the head of which is Petit River, whose waters take their rise at a great distance in the country. There are many valuable farms on the borders of this river." The writer has been unable to find the origin of the name "Palmerston Bay." It has been laid down on recent charts and maps as "Green Bay."

As the name *Petite Riviere* suggests, the French settled near the mouth of the river. Isaac de Razilly, Commander at La Hève, sent some of his countrymen there. Denys wrote, in 1672, that the entrance to *Petite Riviere* was good for barques; that the river did not extend far inland, but there was a fine and excellent country; that De Razilly had established a port, and had families there, by whom a large quantity of wheat had been gathered.

In or about the year 1700, M. Bonaventure, who had commanded the king's vessels on the coast, asked the French Government for a grant to himself of *Petite Riviere*.

Beauharnois and Hocquart wrote, September, 1745: "Again west of La Hève, at the place called the Little River, are two more settlers. Germain le Jeune, one of these, is intimately acquainted with the coast."

Remains of some of the old clearings and cellars are still to be seen.

More, in his "History of the County of Queen's," says that "Benjamin Harrington was the first settler at *Petite Riviere*, and removed early to Brooklyn." He was the first *British* settler. He engaged in the shore fisheries at Brooklyn and La Have.

James Parks, a native of Ireland, who was there a yarn merchant and farmer, and carried on the business of weaving and spinning, established himself at *Petite Riviere* in 1769. His descendants still live at Parks' Creek, La Have.

CHURCH OF ENGLAND.

In June, 1812, Rev. Thomas Shreve, of Lunenburg, visited *Petite Riviere*, and held service in a barn. There were about

three hundred persons present. Fifteen infants and one adult were baptized, as the beginning of the mission. Petite Riviere was set off as a separate parish in 1868. It had been part of St. Peter's Parish.

The churches are St. Mark's, Broad Cove, built in 1842; St. Alban's, Vogler's Cove, 1879; St. John's, La Have islands, 1885; St. Mathias, New Italy, 1887; and a church at Cherry Hill, 1894, not yet consecrated.

The old church, St. Michael's (first intended for a school-house), Petite Riviere, was built about 1853. It was taken down, and a new church, with the same name, first opened September 29th, 1886, was consecrated February 27th, 1889.

The resident clergymen have been Revs. R. F. Brine, J. Ambrose, H. M. Spike, J. S. Smith, J. Spencer, and the present rector, Rev. Charles P. Mellor. Rev. J. S. Smith, after ten years' residence, removed to Dartmouth, where he died, and where his son and daughter reside.

A handsome font was presented to the New Italy Church, by Hon. W. H. Owen, M.L.C.

METHODIST CHURCH.

Petite Riviere was formerly part of the Lunenburg Circuit, and was visited by the pastors resident in that town. A separation took place in 1842.

The church which was first built at Petite Riviere, stood for about fifty years. The present "Wesley Church" was built in 1866.

The ministers who have resided in Petite Riviere, were Revs. Henry Pope, jun., Charles de Wolfe, John S. Addy, Joseph Hart, George Johnson, Christopher Lockhart, John J. Teasdale, S. W. Sprague, Thomas Rogers, Paul Prestwood, John Johnson, C. M. Tyler, James Sharp, William Purvis, J. C. Ogden, John Gee. The latter clergyman is assisted by Mr. John W. Aikens.

Churches were built at Broad Cove, 1844; Bell's Island, 1882; Vogler's Cove, 1886; and Crouse Town, 1887.

Rev. Jonathan C. Ogden, the then resident Methodist pastor, died at Petite Riviere, Sunday morning, July 8th, 1894.

He was born in Yorkshire, G.B., June 3rd, 1849. He finished his education with a four years' course, at the Wesleyan College, Mount Allison, N.B., and was ordained at Truro, in 1880. He occupied several circuits, never sparing himself in his work, and was more than once laid aside by illness. Mr. Ogden lived three years in Bridgewater, where he was very highly esteemed. His last sermon was preached on June 17th, 1894, from the text, "Unto you therefore which believe, He is precious." It was described as an able and impressive discourse.

He was twice married—first to Mrs. Curry, of Falmouth, N.S., by whom he left one daughter, and afterwards to Miss Bessie, daughter of the late John H. Mulhall, Esq., of Liverpool, N.S.

Mr. Ogden once lived in Haworth, the parish of which Rev. Patrick Bronte, father of Charlotte and Emily, the celebrated authoresses, was rector. He knew the family, and often heard Mr. Bronte preach.

There is a burying-ground near a sand beach at Petite Riviere filled with graves. In one corner of it, twenty or thirty were once visible, but they are now covered to the depth of over five feet, with sand blown from the beach. The headstones, many of which are of immense size and rounded at the top, are without inscriptions. A stone wall over four feet in height was built to enclose the place of sepulture, but much of it has fallen down, and is hidden by sand. In the same vicinity are the graves of shipwrecked Americans, and others, including the crew of a vessel wrecked at Indian Island, and the captain of a Norwegian barque. There, far from home,

"They keep

The long, mysterious exodus of death,"

awaiting reunion with those they loved on earth, in that eternal city,

"Where every severed wreath is bound."

The foundations of buildings formerly, it is supposed, occupied by the French can be distinctly traced on the grounds adjacent. It is said that a small chapel once stood there, and that Indians in large numbers encamped on and about the old site for more

than forty years, and spoke of it as a sacred spot. They had a canoe-shaped hole in the earth, where they framed the boats of bark, with which they so skilfully breasted the restless waves. Old cellars, and the remains of a fort, are seen near the residence of the late John C. Sperry, Esq.; and cannon-balls and chain-shot were taken from the ground by him. He said that he found on his premises, at a depth of two feet below the surface, a deposit of clam shells, over half an acre in extent.

Mr. Sperry, who was the father of J. D. Sperry, M.P.P., carried on a large mercantile business in Petite Riviere for about thirty years. He died September 13th, 1884, aged sixty-one.

Lemuel W. Drew, Esq., was also engaged in business for many years. He died May 23rd, 1895, aged seventy-three. His son, Lemuel W. Drew, is the worthy High Sheriff of Queen's county.

Mr. Sperry and Mr. Drew largely aided in the advancement of the place where they lived.

Mary Ann Drew, mother of Mr. Drew first above named, died January 27th, 1892, aged ninety-two years.

Petite Riviere is very prettily situated, and from the hills near the main roads, some of the most charming views in the county can be obtained. Shipbuilding has been carried on, and fine vessels have been added to the county fleet.

There is good hotel accommodation, and there are many visitors during the summer months.

Crouse Town is a settlement bordering on Petite Riviere, part of it near the river from which the latter village takes its name.

New Italy is situated between Crouse Town and Conquerall.

Broad Cove lies about four miles west of Petite Riviere. It is a thriving village, having good lands, and extensive fishing facilities.

Grand ocean views are afforded from the road to Cherry Hill and other points, taking in the many sailing ships and steamers passing up and down the coast.

The first settlers at Broad Cove were John Michael Smith, Martin Teel, Nicolas Reinhardt, and Jacob Smith. Leonard Reinhardt came there, after them, in about 1810.

Vogler's Cove is an important settlement at the western end of the county, opposite to Port Medway in Queen's county, and seven miles from Mill Village.

The first settler, one McDaniel, or McDonald, an old soldier from Scotland, who had a grant, lived near the present residence of Enoch Conrad. He had his house picketed for protection from Indians. His brother, who lived at La Have, and left there to visit him, was drowned by the upsetting of his boat, and the one at the Cove returned to Scotland.

Nicolas Conrad, who lived in the township of Lunenburg, settled his sons George, Frederick, and Casper at the Cove. One Pedley took a grant, and sold to Parks. The next settler was Frederick Vogler, who came from Prussia. Many of his descendants made the Cove their home, and this accounts for the name it bears. It has long been a busy enterprising place, and many of the finest vessels launched in the county have been built there.

Part of Great Island, on which is an Indian burial-ground, and the island known as Selig's Island, are in Lunenburg county.

John Mann was the first discoverer of gold in the neighborhood. He took some from a boulder ten years ago, and a year later, Hiram, Martin, and W. Augustus Reinhardt found gold, but did not then discover the right lead. About six years ago the same parties prospected with greater success, and met with gold in considerable quantity. A house and barn were erected two and a half miles from the Cove, and also a crusher. The Reinhardts took other parties in with them, and owing to a difference of opinion as to obtaining more machinery, the work was not vigorously prosecuted. It is said that the indications were excellent, and that specimens to the value of several hundred dollars were taken to the United States and elsewhere.

Rev. W. M. Alcorn a most highly esteemed minister of the Methodist Church, died at Vogler's Cove, Sunday morning, March 11th, 1893, aged sixty-four years. He was ordained in 1856, and before coming to this county had been stationed at Baie Verte, Bathurst, and Sussex, N.B., Parrsboro', Springhill Mines, River Phillip, Sydney, and other places in the Province.



CHESTER.

CHAPTER XXII.

Arrival at Chester of Settlers from Boston, August, 1759—Grant of Township—Registry of lots—Progress made.

“ Here, where my infant joys were found,
To me is ever holy ground.”

CHESTER is forty-five miles from Halifax, thirty-seven from Windsor, twenty-four from Lunenburg, and twenty-six from Bridgewater.

This part of the county is justly celebrated for its beautiful scenery.

A writer refers to Chester and its surroundings as “the bright and lively scenes which Nature has so profusely planted on that arm of the sea—the soft harmony and gay brilliancy with which she has there decked her gently waving hills and green-wooded islands.”

In an account of a sail from Mahone Bay to Chester, the latter is thus described: “This is one of the most delightful places in the country. There is a brightness and gladness about the beauty of Chester, which you cannot find anywhere else. For a magnificent ideal blending of land and water, Chester is unsurpassed. Every island is a perfect picture in itself.”

The late Professor de Mille said, that “the scenery around Chester might safely be classed among the most beautiful in the world.”

Another wrote of “beautiful Chester, with its lovely bay and countless islands.”

Still another wrote, “Kissed by the restless waves of the broad Atlantic, and veiled by the moonlight shadows of Mount Aspotogon, nestles the paradisaical and attractive watering-place of Nova Scotia—Chester.

"Chester, with its 365 emerald-carpeted isles—one for each day of the year—is a veritable elysium. During my rambles I travelled through Mexico, British Columbia, thirty-three States and territories, including Alaska, and I never saw a more picturesque spot than Chester. Words are inadequate to portray the exquisite scenic attractions of Oak Island, Deep Cove, Gold River, and the kaleidoscopic view from the summit of old Aspotogon."

Chester has long been a favorite resort for United States tourists, and has proved attractive to many from the interior of this Province and other parts of Canada. It has a remarkably fine harbor, of sufficient depth for large vessels.

The hotel accommodation is pronounced to be very good, and there are excellent facilities for sea bathing and boating, with good fishing and smooth roads for carriage driving. It ought to be more largely visited by those in search of health or pleasure. Railway communication should be opened up between it and the capital, and thereby with the continent, making it easy of access and giving it the advanced position to which it is entitled.

Far, far away in happy Acadie
Stands a quiet village by the laughing sea ;
By the light waves singing, sunny islands round,
Islands bright and vernal, sleeping in the sound ;
Sleeping in the moonlight, passing fair to see ;
O peaceful dreamland ! Happy Acadie !

—Rev. W. A. DesBrisay.

CHESTER.

Jemima Penelope.

'Tis here the heart of Nature sleeps
'Mid those calm islets of the bay,
Where I have loved, and lived my life
From day to day.
From day to day have dreamed sweet dreams,
Which long I hoped to realize,
Sweet hopes engender'd in the heav'n
Of two blue eyes.

How oft I've watch'd the boats outside,
Amid those islands ever fair,
And fancied they were birch canoes

That glided there.

Where now the smiling fields are green,
And homesteads fair enliven all,
The forest and the hut were seen,
The Indian's hall.

Towards silver shores the ocean creeps,
And pats the stones with gentle hands ;
Or draws the pebbles to her lap

From out the sands,

To fling them back in sportive play,
Like children sated with their toys,
Unconscious proving day by day
How pleasure cloy's.

About fair Chester stand the hills
As erst they did in days of yore,
Clad in green robes, but forests then
Fringed her lone shore.

The Indian lov'd those woodland haunts
Where rov'd at will the cariboo,
Those coves where flash'd the funny tribes
Thro' waters blue.

O'er all the spirit of Repose
Folds her white wings—and here is rest ;
For here the weary city child
Is surely blest.

Fair art thou, Chester, in thy sleep,
Bathed in the moonbeam's silv'ry rays !
The painter's brush, the poet's pen
But faintly praise.

My native soil ! I kiss thy ground !
I love each pebble on thy shore !
Each dimpling wave, each wild wood flow'r
I do adore !

Wherever I my steps may turn,
Where'er in other lands I roam,
Still, still for thee my heart will yearn—
For home, sweet home !

CHESTER, August 28th, 1893.

The coming of some of the early settlers to Chester is contained in a journal kept by Rev. John Seccombe.

✓ The party left Boston, Mass., on Thursday, July 30th, 1759, at nearly noon, and arrived at Chester on the following Tuesday. The name of the vessel is not given. Robert McGown was captain. The others on board were: Robert Montgomery (mate), Robert McGown (captain's son), Walter Bourk, Thomas Partridge, Captain James Nichols, Gregory Bass, Stephen Greenleaf, Jonas Cutler, Ebenezer Cutler, Captain Timothy Houghton, wife and three children, Aaron Mason, wife and five children, Joseph Whitmore, wife and two children, Robert Melvin, John Houghton, and Sarah Birley.

The following are entries in the journal :

July 31st.—Mr. Houghton's calf jumped overboard, but was saved. Three dishes of tea for breakfast. Dined on broiled pork and cucumber.

August 3rd.—First saw land, viz., Cape Negro. Saw two whales and fishing-vessels. Chocolate for breakfast.

The arrival is thus noticed :

Tuesday, August 4th.—Saw divers islands. Arrived at Chester and anchored in a most beautiful harbor. A hot day. Many guns fired at our arrival. Went on shore and refreshed ourselves at Mr. Bridge's. Took a view of saw-mill. Very hot. At night there was an Indian dance.

5th.—Fair, hot day. Dined on pork and squash, cucumber, cheese, etc. P.M.—Went to Prescott's Island for gooseberries. Fried tom cod and cunners for supper, with cucumbers, etc.

6th., p.m.—Went to view the country lots, and had a most pleasant time and prospect. A fine spring up Middle River. Salmon jumped out of water. John Houghton killed three gulls at once.

7th.—Two Indian squaws brought in a birch canoe five salmon and eighty salmon trout. One of the salmon weighed twenty-two pounds, and one dozen of the trout weighed fourteen pounds.

9th, Lord's Day.—Preached a.m., 2 Sam. vii. 10 ; p.m., Luke vii. 34.

10th.—Dutch people from Mush-a-Mush brought to sell tur-

nips and beans. Butter at 6½d. a pound. Fired guns at going off.

11th.—A dinner of cod's sounds and tongues fried, and cucumbers. A superexcellent dish.

14th.—Fair this morning. Went in company with Captain Houghton, Aaron Mason, Robert Melvin and John Houghton to view the eastern bay, etc. Saw Prescott's lands. Viewed Phineas Willard's farm lot. Caught some pond perch at the beaver dam and at the pond adjoining thereunto. Abundance of lilies in the pond. Dined on soused eels and salmon. Found divers good springs of water.

17th.—Saw several Indian wigwams at Gold River.

24th.—Town meeting day. Chose Captain Houghton, Moderator, and adjourned.

27th.—Dined on stewed pigeons.

29th.—Two squaws brought seal-skins to sell.

30th.—Mush-a-Mush people brought pigeons to sell.

September 2nd.—Dined at Adolphus Weiderholt's, Lunenburg, on soup made of a fowl, with little dumplings in it. Klöse-suppe: Roast leg of mutton, roasted pigeons, boiled pork, potatoes, carrots, green peas, and cucumbers with salad oil.

To show, with the above, the style of living in some quarters, the following entry is here given of a dinner at Mrs. Clapp's, Goreham's Point, enjoyed by Major Shepherd, Captain Houghton, and others on their way from Lunenburg to Chester:

September 3rd.—Dined on a pudding with raisins and plums in it, boiled pork and pigeons, carrots and Spanish potatoes, beans, squash, cucumbers, new cheese, boiled corn, good claret and beer, currant jelly, etc.

7th.—Mr. Melvin and Mr. Houghton caught a salmon in Middle River with their hands.

16th.—Paul Labrador, an Indian, brought five partridges to Mr. Bridge's, and lately killed four moose and two bears; brought also dried moose and tallow. Indian squaws brought mink-skins and a large bear-skin, and sold them for a quart of wine.

27th.—Supped with Mr. Melvin and Captain Houghton on baked beaver. It was extraordinarily good.

29th.—Caught at mill-pond, one trout one pout, one shiner, twelve pond perch.

October 7th.—Esquire Craton gave me a razor, and Mrs. Clapp a pair of black silk stockings, cost \$6.

9th.—Mr. Johnson caught a skate at the wharf—a curious-made creature.

13th.—Went to view land lying north-west, with Houghton and Bradshaw. Travelled about seven miles. Saw much good land and good pine timber.

17th.—Up Middle and Gold rivers. Saw two wigwams, and Indians, and apple-trees.

20th.—Went to Halifax. Caught codfish and mackerel. Killed a penguin. Two Indians came alongside with ducks and penguins.

28th.—Received £4 15s., Halifax currency, for preaching last Sabbath.

30th.—Visited the Governor, who made very kind offers to me.

November 5th.—Visited the Governor. Dined on boiled mutton and sauces, roast duck, celery, apple and cranberry tarts, etc. Supped on squabs, duck, neat's tongue, tarts, etc.

21st.—Supped on moose steaks and dried meat. Indians brought in wild-fowl, beaver, etc.

22nd.—Indians brought in a moose, killed this morning. Abundance of ducks, coots, etc.

25th.—Thomas Grant appeared as a deserter from Captain Wall, of the Grenadiers.

29th.—Preached all day; Psalm xxvi. 9. Dined at Mr. Fairbank's on boiled beef, roast veal, apple tarts, etc.

December 8th.—A Highlander stabbed a sailor to-day with his sword.

10th.—Hasty pudding, made of New England meal—a great rarity in these parts.

12th.—Mr. Bridges came from Chester to Halifax in six hours.

20th, Lord's Day.—Visited James Morrison in the morning, being under sentence of death for desertion. Preached all day from Titus ii. 11.

Monday, Tuesday and Wednesday, visited the poor prisoner. Attended him to the place of execution, where he was shot at twelve o'clock.

The saw-mill referred to under date August 4th stood near the outlet from Stanford's Lake, on the property where Mr. Benjamin Mills resides. The lower timbers are still to be seen.

"Shoreham," afterwards changed to "Chester," was, in pursuance of an application made by Timothy Houghton and William Keyes, for themselves and others, granted by Charles Lawrence, Esquire, Captain-General and Governor-in-Chief, on the 18th day of October, A.D. 1759. The tract of land erected into a township was described in the grant as follows: "Situate, lying and being at the bottom of Mahone Bay, and thus abutted and bounded: Beginning at the east side of a small river, called Martin's River, and bounded westerly by said river, and to proceed up said river to the first falls; from thence north 28 degrees west, and there measuring fifteen miles; thence east 28 degrees north, measuring eleven miles and a half; thence south 28 degrees east, measuring fifteen miles; and thence west 28 degrees south, 200 chains, to a head-land toward the bottom of Mahone Bay, on the east side thereof, and by the said Mahone Bay to the bounds first mentioned, comprehending all the islands included in a line from Murderer's Point to the point on the east side of Mahone Bay, above mentioned, as one of the boundaries of the said township, containing in the whole by estimation 100,000 acres, more or less, according to a plan and survey of the same herewith to be registered, which township is to be called hereafter and known by the name of the township of Shoreham."

The tract above described (with the reservation of gold, silver, precious stones and lapis lazuli) was granted unto Timothy Houghton, William Keyes, David Samson, Phineas Willard, David Dickenson, Jonathan Samson, Miles Putnam, Solomon Samson, Ephraim Stone, John Hastings, Jonathan Nicholls, Nathaniel Butler, Levi Whitcomb, and fifty-two others, of the Province of Massachusetts Bay, one share; Francis

Guildard, Patrick Sutherland, jun., and Kenneth Sutherland, all of the Province of Nova Scotia, one share each; and to Alexander McCulloch, Adam McCulloch, Murdoch Stewart, George Young, and Thomas McLanen, of said Province, half a share each (saving previous rights of any person or persons), "each share and right of said granted premises to consist of 500 acres, to be hereafter divided into one or more lots to each share or right, as shall be agreed upon."

A free yearly quit-rent of one shilling sterling for every fifty acres granted, was to be paid for His Majesty's use on Michaelmas Day, and so in proportion for a greater or lesser quantity of land so granted. The first payment was to be made in ten years from the date of the grant, and so to continue yearly thereafter for ever. Should three years' rent be at any time unpaid, and no distress found, the grant was to be forfeited. No alienation or grant of the premises was to be allowed within ten years from the date of the grant, except by will, without license from the Governor or Commander-in-Chief. The grantees were to plant, cultivate, improve, or enclose one-third part of the land within ten years; one-third part within twenty years; and the remainder within thirty years from the date of the grant. It was recorded at Halifax on the 27th July, 1792. Shoreham contained about three-fifths of the territory comprised in the present township of Chester.

The following bounties were granted by Government in 1759:

Bounty on Dry Codfish, per quintal.....	£0 13 6
Any Pickled Fish, per barrel.....	0 9 0
Hay, per cwt.....	0 18 0
Potatoes, per bushel	0 4 6
Turnips, per bushel.....	0 2 3
Wheat, Rye, Barley, Peas, per bushel	0 13 6
Hemp and Flax, per lb	0 0 10
Stone Wall, per rod.....	1 2 6

"N.B.—This bounty is varied and altered, at the pleasure of the Governor and Council, for the encouragement of settlers," etc.

The sums named above were calculated in "old tenor," which was one-sixth of sterling.

Barrel staves were sold at Halifax in the same year, at £12. 3s. per thousand, and shingles at £5. 8s. per thousand, also in "old tenor."

President Belcher, writing to the Board of Trade, in 1760, said that "persons of considerable substance" were engaged in the township.

In 1761, £30 was granted to aid in the conveyance of settlers to Chester.

Returns for 1763 showed that Chester had 30 families and 30 cleared-up acres.

The earliest birth in Chester is thus recorded by Rev. John Seccombe, Presbyterian minister: "A.D. 1762, July 11th. I baptized Lucy, a child of Benjamin and Anna Bridge, being the first child born in Chester."

The first male child born in Chester is said to have been William Shires. In his youth he was very fond of astronomy, and afterwards went to England and studied that science.

A list was kept by Mr. Seccombe of those who "publicly renewed their baptismal covenant, in order to the baptism of children," followed by this entry: "Dinah, my negro woman-servant, made a profession and confession publicly, and was baptized July 17th, 1774."

Solomon Bushen, a son of Dinah, and who was brought to this country as a slave, died near Chester, on the 24th of June, 1855, in the ninetyeth year of his age.

"Salmon, a servant boy, born in my house, April 4th, 1767, commonly called Pompey." There are entries of baptisms of children of Melvin, Houghton, one marked "a 7th son," Bradshaw, Greenlaw, Webber, Marvin, Collicut, Frail, Lynch, Dimock, Fitch, Millett, Gorkum, Prat, Walker, Ellis, Crandel, Levy, Pulcifer, Baker, Thompson, Smith, Stout, Eldridge, Rudolph.

1778. October 11th.—Benjamin, son of Jonathan and Anna Prescott, baptized by Rev. B. R. Comingo.

The first marriage was that of Jeremiah Rogers and Eliza-

beth Harlow, widow, on the 20th day of January, 1765. Fees paid, 5s.

Among others :

1770. November 18th.—Ebenezer Fitch and Hannah Secombe.

1785. June 15th.—Andrew Bargelt and Rebecca Gardner. 10s.

October 4th.—Zadock Weston and Mary Prat. 10s.

The first recorded death was that of William Fitch, son of Ebenezer and Hannah Fitch, two years, seven months, and eleven days old, on the 27th November, 1775. Entered by Ebenezer Fitch, Town Clerk, on the 29th of the same month.

The names of other settlers, and of those who obtained lots of land, were, John Shepherd, Benjamin Bridge, Samuel Waters, Ralph Nesham, Bruin Romcas Comingo, Benjamin Lary, Isaiah Thomas, Nathan Woodbury, Samuel Jenison, David Miller, Jeremiah Rogers, Thomas Rogers, Simon Floyd, Thomas Floyd, Jno. Records, Isaac Weston, Nathaniel Turner, Joseph Turner, Thomas Grant, Patrick Sutherland, John Mason, Eleazer Hamlen, Israel Lovett, Thomas Armstrong, Nicholas Corney, Jonathan Prescott, Philip Knaut, Adolph Wiederholt, John Lonus, George Collicut, Captain Jno. Atwood, Jno. Crook, Abraham Bradshaw, Edmister Hammond, and Nathaniel Leonard. They came from Boston, Kingston, Hanover, Pembroke, Plympton, Shrewsbury, Marlborough, Concord, Lexington, Casco Bay, Piscataqua, Lancaster, Stoughton, Rochester, Middleberry, and Littleton, in New England; and from Lunenburg and Halifax.

Several of these people brought with them a stock of cattle, and were better furnished with means of support than those who first settled at Lunenburg.

For the defence of the town, a block-house, furnished with twenty small guns, was built near its southern extremity. At Freda's Point, a part of which is still retained by Government, earthworks were thrown up, and preparations were made to build a fort; but this was abandoned. A guard-house was kept on the hill near the site of the old Baptist meeting-house.

The block-house was, when there seemed to be no further use

for it, given by the Government to the late Dr. Prescott, who made it his dwelling-place; and it afterwards became the property of the late George Mitchell, Esq., who, by adding to it, made of it a large and comfortable dwelling-house. The street leading from it northwards was called Fort street.

The streets now in Chester, running north and south, are Water, Duke, Queen, King, Central, Prince, Victoria, Granite, and Brunswick; and those running east and west are North, Main, Tremont, Regent, Union, Pleasant, and South streets.

The oldest building in Chester is the north end of the house so long occupied by the late Charles L. A. Church, Esq. It was built 135 years ago by Captain Bangs, for one of the first settlers, named Houghton.

William O'Brien built the house where Mr. Andrew Murphy lived (now occupied by Mr. Henry Cole) and kept a tavern. He had a swinging sign, with a painting on it of a maid milking a cow, and under this the words,

"Come in, good friends, and you will see
What beautiful milk my cow gives me."

The corner near this house was a sort of battle-ground, where disputes were settled by fists, without gloves.

The following is a copy of an address from the inhabitants of Chester to the Lieutenant-Governor, in 1763:

"To the Honorable Montague Wilmot, Esquire, Lieutenant-Governor and Commander-in-Chief of His Majesty's Province of Nova Scotia, or Acadia, and Colonel of His Majesty's Eightieth Regiment of Foot, etc., etc."

"The humble address of the Minister and principal inhabitants of the township of Chester.

"May it please your Honor,—We, the minister and principal inhabitants of the township of Chester, beg leave to congratulate your Honor on your safe arrival at this your seat of government: and at the same time to express the great pleasure and satisfaction we have in His Majesty's most gracious care of this his Province, in appointing, at so critical a juncture, your Honor to the command of the same.

"When we reflect on your distinguished virtues, we flatter ourselves with the pleasing hope that every measure will now be pursued that can make us a flourishing and happy people; and we beg leave to assure your Honor that it shall be our constant study and endeavor to conduct ourselves in such a manner as to merit your favor and protection, and to do everything in our power to make your administration agreeable and happy.

"By order and in behalf of the town of Chester.

"(Signed) TIMOTHY HOUGHTON.

JONATHAN PRESCOTT.

"CHESTER, November 20th, 1763."

To the above address, His Excellency was pleased to make the following reply:

"GENTLEMEN,—I return you my thanks for this obliging address. Your approbation of me, and the affectionate manner in which you express it, is the most flattering acknowledgment I can hope to receive for my constant endeavors to promote your welfare."

"CHESTER, April 1st, 1766.

"We, the subscribers, do by these presents agree to have a public road laid out and established from the head or bottom of the cove commonly called and known by the name of Scotch Cove, westward to the town of Chester, running as straight as may conveniently be done, in and by the judgment of us, the Committee.

"(Signed) JOSIAH MARSHALL.

THOMAS FLOYD.

"(Signed) ROBERT JAMES.

WILLIAM HARVEY.

ASA DIMOCK.

JOHN UMLOCH.

JOHN HUTCHESON."

FROM GOVERNOR FRANKLIN'S RETURN FOR JANUARY 1ST, 1767.

CHESTER.

76 Men.	17 English.	42 Cows.
54 Boys.	17 Scotch.	42 Young neat cattle.
51 Women.	11 Irish.	25 Sheep.
49 Girls.	175 Americans.	21 Swine.
1 Negro woman.	11 Germans and other	2 Saw-mills:
Total, 231.	foreigners.	8 Fishing boats.
227 Protestants.	1 Horse.	5 Schooners and sloops.
4 Roman Catholics.	14 Oxen and bulls.	153 Bushels wheat.

647 Bushels rye.	23 Bushels beans.	174 Barrels salmon,
54 Bushels pease.	10 Bushels flaxseed.	mackerel, etc.
131 Bushels barley.	1 Hundred flax.	12 Barrels oil.
735 Bushels oats.	374 Qtls. dry codfish.	70,000 Feet boards.

ALTERATION OF INHABITANTS SINCE LAST YEAR.

	Males.	Females.	Total.
Born	3	6	9
Arrived	10	8	18
Left the Province	8	..	8

1772. June 6th.—A great fire occurred in the neighborhood of Chester and Lunenburg, which consumed sixty houses and buildings, and a large quantity of valuable timber. “Rev. Mr. Wood was ordered by the Governor to preach at Halifax, in behalf of the sufferers.”

RETURN OF SETTLERS, FARM LANDS, STOCK, PRODUCE, ETC.,
AT CHESTER, IN 1783.

	When Settled.	Family.	
		Male.	Female.
Mrs. Abraham Bradshaw	1762	1	2
John Bradshaw	1782	1	..
Joseph Bradshaw	1768	3	1
William Bradshaw	1781	1	2
James Butler	1765	2	2
George Collicut	1760	4	6
Elijah Crocker	1779	2	2
Owen Cornelius	1760	2	..
Adam Fader	1782	1	..
Ebenezer Fitch	1764	2	4
Simon Floyd	1761	5	7
Elijah Fitch	1763	2	1
George Frail	1771	3	3
Thomas Floyd	1761	3	6
James Greenlaw	1760	3	4
William Harvey	1760	1	3
Gotleib Hawbolt	1782	1	3
Henry Hatt	1762	5	3
Mrs. Timothy Houghton	1760	8	3
William Knowlton	1775	2	3
Timothy Lynch	1765	5	4
George Millett	1760	4	2
William Marvels	1765	5	4
Cornwallis Moreau	1782	2	5
Ralph Neasum	1760	1	1
Henry Neal	1765	2	3
John Pulsifer	1778	1	2
Peter Rudolph	1778	2	4
Anthony Vaughan	1772	5	2
Daniel Vaughan	1772	6	3
John Vaughan	1768	3	7
James Webber	1760	4	5

These persons occupied farm lands, varying from 40 to over 200 acres, amounting in all to 4,593 acres, many of them having islands, or shares of islands, in the bay. The number of acres cultivated by them was 414½. Dwelling-houses, 34; barns, 25; shop, 1 (Timothy Lynch, blacksmith); mills, 2; lumber, 230,000 feet; oxen, 38; cows, 72; heifers and steers, 54; sheep, 173; hogs, 49; wheat, 99 bushels; barley, 344 bushels; oats, 78 bushels; corn, 213 bushels; peas, 50 bushels; potatoes, 2,025 bushels; hay, 205 tons.

Cabbages do not appear in the above return. They were first introduced by Jacob Clattenburg, in the year 1800, and grown on the farm afterwards occupied by William Hennaberry, at East Chester.

"A General Description of Nova Scotia," printed at the Royal Acadian School, Halifax, 1823, says: "In 1784, a few Loyalist families came to Chester, with some property; but, being unacquainted with farming, they expended their money on buildings and unprofitable pursuits. Discouraged and disappointed, most of them abandoned the settlement, and returned to the United States."

The following are extracts from original papers:

"The township, from east to west, is about eleven miles by water. Around it, at high water, is thirty-three and a half miles, containing thirty islands."

"The farm lots of the old proprietors of this township, in the grant under the name of 'Shoreham,' and those admitted as proprietors under said grant, in the place of the absentees contained therein, by a committee appointed by the Governor and Council for that purpose, are here registered to the present proprietors, according to such of their claims as appeared legal and just, by a careful inspection and examination of William Morris and Jonathan Prescott, Esquires, appointed by Government to examine the same, and make their report to the Governor, which was accordingly done, March 5th, 1784."

Present Proprietors.	Claims.	Acres.	Entitled unto.
1.—Gotlieb Hawbolt.	Purchased.	60	500

(Then follow in all 101 lots.)

Twelve farm lots on the west side of the bay, from Gold River southwards, were also registered.

Present Proprietors.	Claims.	Acres.	Entitled unto.
1.—Anthony Vaughan.	Original proprietor.	200	500

(Additional names given.)

Charles Morris, Esq., by letter dated January 7th, 1785, made the following suggestion :

“Suppose, for instance, the man who has a grant for 500 acres, to draw 100 in the first division; the man who has 100, to draw 20 in the first division; this would bring them into a compact settlement: the land would be the sooner laid out, and everybody set to work making improvements immediately—the after division may be made at leisure.”

The Governor's approval was signified in the following terms:

“I approve of the above plan, and strongly recommend the laying out of the land near the town of Chester, into small lots, that is to say—no lot to be above 100 acres, within the distance of six miles of the town.

“(Signed) J. PARR.”

This was followed by a letter from Mr. Morris:

“I am directed by the Governor to inform you that he intends the money which has been collected from sale of lots shall be laid out on the Windsor road.

“(Signed) CHARLES MORRIS.”

The proprietors made application for a meeting, January 13th, 1785, “to act upon the following articles:

- “1. To choose a moderator.
- “2. To ballot for seven men as Committee of Reference.
- “3. To consult on most equitable measure for distribution of lands.
- “4. To ballot for two men to be recommended to Governor, as additional magistrates for this county.
- “5. To act in all such matters as may be legal and necessary.”

This was signed by twenty proprietors, and addressed to Jonathan Prescott, Esq., Proprietor's Clerk, who issued "a warrant" on the same day, requiring all the proprietors to meet at the house of William Kennedy, Inn-holder, on Monday, the thirty-first day of the same month, at ten o'clock; and naming the articles to be considered at the meeting.

The meeting was held, and Josiah Marshall chosen Moderator, and the following as agents for the proprietary: Jonathan Prescott, Anthony Vaughan, William Nelson, Franklin Etter, John Martin, Samuel Morehead, and Josiah Marshall.

On the 25th of February, 1785, Mr. Morris addressed a letter to Jonathan Prescott, Josiah Marshall, and Franklin G. Etter, Esquires, in which he expressed the satisfaction of the Governor with the proceedings taken by the proprietors; thanked them for their approval of his own endeavors for the public good; promised to continue his exertions "in promoting the welfare of the rising settlement;" and wished the inhabitants "all the success and prosperity they can wish themselves."

The late Mrs. William Lawson, whose mother was Martha Prescott, says, in her history of Preston: "John Prescott was the eldest son of Dr. Jonathan Prescott, and brother of the late Hon. Charles R. Prescott. Dr. Prescott came from Boston, Mass., in 1758, and settled in Chester, where he died January 21st, 1807. He had five sons. One, Joseph, was a doctor in the United States army, and afterwards a physician in Halifax. The eldest, John, purchased Maroon Hall, in 1811. He had been engaged for some years in farming, at Zink's Point, Chester."

Miss Anna Prescott, daughter of John, above named, married the late Hon. John E. Fairbanks, of "Woodside," Dartmouth. The Misses Duff, of Lunenburg, and W. M. Duff, Esq., of Bridgewater, are her grandchildren.

CAPTURE OF SCHOONER "PATTY."

"Friday, September 13th, 1776.—At 10 o'clock a.m. we saw a small schooner coming into the harbor of Chester. She came to anchor off Quaker Island, alongside of Jonathan Prescott's

schooner. At 2 o'clock p.m. the captain (John Leach) and his lieutenant (Brookhouse) came up to the town of Chester, and alongside of our schooner *Patty* (which was ashore in order for hanging our rudder), and asked us several questions concerning our schooner *Patty* and her cargo, and from that went alongside Captain Morris's schooner, which was then ashore to be graved. The said Leach and Brookhouse told us they had been taken by the *Milford* and sent into Halifax, and were there set at liberty. There they had bought the said schooner above mentioned, and had got thirteen men on board who were going passengers with them to New England, and that they left Halifax the day before. From Captain Morris's they went about the town till sunset or thereabouts. When the schooner got under sail in order to come up to town, the captain and lieutenant went on board, brought the schooner to anchor within pistol shot of us, fired a swivel shot over us, then manned out their boat and came on board of us, with their men all armed, and took us a prize, and when the schooner floated they hove up the anchor and went out of the cove where we had hauled in for convenience of the above-mentioned business; next morning, ballasted the schooner and took her away, after letting us, the subscribers, and Nathaniel Beal, take our clothes and other things belonging to us, on shore, but carried with them the boy Francis Lassey. The above is, to the best of our knowledge, the particulars as transacted.

“(Signed) NEHEMIAH WEBB,
JOHN MORSE.”

“PROVINCE OF NOVA SCOTIA,

“County of Lunenburg,

“CHESTER, September 16th, 1776.

“This day personally appeared Nehemiah Webb and John Morse, and on oath testify that the above Protest is according to the above proceeding, to the best of their knowledge.

“Sworn to before me,

“(Signed) TIMOTHY HOUGHTON, J.P.

“N.B.—It would have been attested to before, but my being absent, was not done.”

"CHESTER, December 3rd, 1779.

"We, whose names are hereunto subscribed, do acknowledge to have received of Timothy Houghton, Esq., two shillings and sixpence (each of us) out of thirty shillings generously given by Joseph Pernette, Esq., for encouragement in cutting a road from Chester towards Windsor.

"TIMOTHY HOUGHTON,
On behalf of David Houghton
and Charles Houghton.

"SIMON FLOYD,
On behalf of James Butler.

"GUTLIP ^{his} × WALKER, JUN."
_{mark}

It was resolved, on the 4th of June, 1779, to send a sergeant, corporal and twelve men of the troops to Chester to be added to militiamen there, as several Chester vessels had been captured by rebels, whose depredations might continue.

In June, 1799, it was resolved to "send a sergeant, corporal and twelve men to Chester, to join the militia there, as several vessels belonging to that place had been taken by American rebels, and they were exposed to injury."

VISITS OF PRIVATEERS.

Chester was frequently visited by American privateers, and the people were robbed of their cattle, poultry and other goods. Many persons who had been taken prisoners, were landed from privateering schooners, and on the inhabitants remonstrating, they were told: "You may be glad to get them. Suppose we had thrown them overboard."

In 1782, three American privateers, under the pilotage of a Mr. Umlah, who was taken out of a fishing schooner, went into the harbor of Chester, and commenced firing at the town. Captain Prescott had the guns at the block-house loaded, but the powder being bad, the shot failed to take effect, and it was feared the enemy would enter and gain possession. Better ammunition having been obtained, one of the privateers was struck, which caused them all to retreat behind Nass's Point. The crews, fully armed, then went ashore, and crossed the point as if

prepared for a land attack. Seeing Captain Prescott on the opposite side of the harbor, they called to him, and asked permission to bury their dead, which it is believed was only a feint. He replied that if they would stack their guns, and advance in front of them, he would go down and make the necessary arrangements. The end of the conversation was an invitation given to the captains of the privateers to take tea with him. During the latter part of the evening, and while they were enjoying themselves under his hospitable roof, a loud knock was heard at the door, which was followed by a son of the captain asking him, in a very audible voice, where he should billet one hundred men sent from Lunenburg by Colonel Creighton. "Billet them," the old gentleman replied, "in Houghton's barn," and turning to his guests, he said, "Gentlemen, I will be ready for you in the morning." This of course was a ruse, and well served its purpose, although the hundred men never made their appearance.

Grey cloaks lined with scarlet were fashionable in those days, and were often worn with the lining outwards. Some of the women of Chester, as has been told of the women in Wales, on the occasion of a landing made by the French, near Fiscard, in 1797, showing the military color, were at a distance supposed by the privateers to be "regulars," and were considered, with the "arrival from Lunenburg," too formidable a force to encounter.

Cannon-balls that had been fired by privateers were ploughed out on Barry's lots, and other places, many years ago.

1805.—"Deserters from His Majesty's service and French prisoners were understood to be hovering and concealed about Aspotogon and Lunenburg. A party of Chester militia tendered their services to take those who were possessed of arms. Sir John Wentworth requested Lieutenant-General Bowyer to issue seven stand of arms to Lieutenant Covey of the Chester Artillery Company. He stated that more than two hundred men in the district of Chester were unarmed, the regiment having increased more than that number since arms had been issued to Colonel Creighton."

The following is an extract from a report of the situation: "One company of forty men, under Captain Thomson, reside near Chester, and, from their position, may discover the approach of an enemy before it can be known here. This company will in a few hours be able to join York Redoubt."

1806. December 19th.—"The House of Assembly, in an address to the Lieutenant-Governor, asked him to give a representation to Chester, pursuant to Provincial Statute V., George III.

1807.—Freemasons' lodge, on the registry of Nova Scotia, No. 9, called "Chester," held at Chester.

1816.—"Admiral Sir John Griffith arrived at Chester, on his way to visit the new military settlement of Sherbrooke."

May 24.—Snow fell at Chester, and remained until noon next day.

This was "the year without any summer. Rains, frosts, and fogs. Crops grew a little, and were frozen."

1817. April 15th.—People walked on the ice from Chester to Misinger's Island, a mile from the town.

1820. March 6th.—A road from Halifax to Chester was recommended by the Lieutenant-Governor; also, a road through the military settlement in the County of Lunenburg.

TOWN HOUSE AND LOCK-UP HOUSE.

IN THE HOUSE OF ASSEMBLY, February 17th, 1842.

A petition of Michael Schmitz and others was presented by Mr. Zwicker, and read, praying that a law may pass to authorize the Grand Jury and Sessions for the County of Lunenburg to vote and assess moneys in the said county for a town house and lock-up house at Chester.

Mr. Zwicker, pursuant to leave given, presented a bill in accordance with the petition.

On the 21st of February, Mr. Creighton moved that the further consideration of the bill to provide a lock-up house and town house at Chester be deferred until this day three months, which, being seconded and put, and the House dividing thereon, there appeared for the motion, eight; against it, twenty-eight. The bill passed in both Houses.

The Cunard steamer *Unicorn* arrived at Chester, in 1848, with a large party from Halifax.

In 1854, H. M. S. *Argus*, Commander Purvis, came to Chester, having on board Sir J. Gaspard le Marchant, Lieut.-Governor, and Hon. Lewis M. Wilkins, Provincial Secretary. An address was presented to His Excellency in the Temperance Hall, to which he replied at some length, and this was followed by an interesting speech from Mr. Wilkins. A great many people were in attendance.

A grand regatta was held at Chester, Thursday, September 4th, 1856.

First race—Gigs of four oars. Prize, ladies' purse, with gold—\$27.70. Won by *First-step*. Built in Chester by David Millett—his first attempt to construct a race-boat. Rowed by Benjamin, Joseph, and Thomas Nass (brothers), and William Coolen. Distance, four miles. Time, twenty-eight minutes.

Second race—Whale-boats of four oars. Won by *Betsy*.

Third race—Flats. Winners—*Lucy Short*, *Lucy Long*, and *Eastern Belle*.

Fourth race—Punts, rowed by boys under eighteen years. Winners—*Alma*, *Flirt*, and *Silver Tip*.

Fifth race—Sail-boats. Twelve miles; nine started. First, *Katy Darling* (E. J. Robinson), silver cup, \$24. Second, *Secret* (Dr. Pearson), \$16. Third, *Star* (B. McLachlan), \$8.

Sixth race—Canoes. First, Thomas Hammond and others. Second, Nicholas Paul and others.

Seventh race (September 5th)—Eleven open boats started (twelve miles). First, *Secret* (Dr. Pearson), silver cup, \$20. Second, *Quickstep* (John Hyson), \$12. Third, *Mayflower* (Nathan Isnor), \$4.

More than three thousand persons were present. Terminated with general illumination, fine torchlight procession, and a beautiful display of fireworks.

In or about the year 1858, a race came off in the harbor of Chester between two boats rowed by ladies. The crew of the winning boat were Annie Richardson Bessie Garrison, Mary Jane Smith, and Belle Barry, dressed in white, trimmed with

blue. Charles E. Church (now Commissioner of Works and Mines) was steersman.

The other crew, dressed in pink, were Helen Richardson, Mary Kearney, Ellen Barry, and Annie Porter, with John Richardson as steersman. The rowing of both crews was excellent. The course was from Mitchell's wharf to a boat moored about half a mile distant, and return. Much interest was excited, and a large crowd assembled.

A ball, numerously attended, was given in honor of the winners, with a grand supper, at the Mulgrave House.

A small canal or passage-way for boats was constructed in 1864-65, at the town end of Freda's Peninsula, making the latter an island. This gives a shorter way of approach to Chester for people from different places, and has been a great public convenience.

On the 12th of October, 1871, there was a tremendous storm—a great gale from the south-east—which carried away Charles Hilchey's boat-shop, two or three hundred cart-loads of stone from the bank, William Robinson's wharf and store, only a waggon being saved; all the other wharves, and those of Thos. Nass, and James Bond, on the east side of the harbor. It tore out the bottom of David Whitford's store by his wharf, and washed away flour and other goods. William Evans' schooner was driven up into the street, and a fortnight's work was required to get her off. Boats were carried into Mr. Evans' garden.

The water came up by Mr. Thomas Whitford's house, in the lower street, and was about six feet deep. The harbor was filled with drift stuff to Thomas Nass's wharf. Several acres of land, with a barn and wharf, were washed away from Quaker Island. The storm lasted about two hours.

William Dominey, who lived between Chester and Hubbard's Cove, tried to fasten his boat at James Corkum's Lake, and was carried to the head of it and to a swamp in the woods, where he was found the next day, dead. He was over seventy years of age.

CHESTER COMMON.

An Act was passed, May 7th, 1874, which provided for the appointment, by the Governor-in-Council, of three or more trustees, who were required, under the direction of the General Sessions of the Peace, or of a special Sessions, to divide the Common into lots, set apart a portion for a public cemetery, lay out roads, and otherwise improve it, and make suitable arrangements with persons who were in possession of lots thereon, with power to sell or lease said lots. It was also enacted that an annual return should be made to the Sessions of the work done and of the sums received and expended, the moneys received to be paid to the District Treasurer, and expended by order of the General Sessions, or of any special Sessions called for that purpose.

1876. November.—Jacob Stevens and two sons, one married, went from East Chester to Lunenburg. While returning, it blew very heavy. They landed at one of the Sand islands for ballast. All were afterwards lost. Nothing was found but oars, hats, and a bundle of cotton warp, which were washed up at Tancook.

In June, 1878, Cornelius Bezanson, aged 19; Samuel B. Eisenhauer, 16; George Shaffer, 15, and Albert Dimmel, 14, were drowned by the upsetting of a boat near Borgald's Point, Chester Basin. Four others of the party were saved.

1882. Friday, December 8th.—Two young men, sons of George Graves, left Chester for Woody Island, to get sea-weed. The boat was found on Saturday morning, on the water, bottom up, and the caps of the men were floating near by. Three other brothers of the same family, and a brother-in-law, were drowned during a collision, while bank-fishing, the previous spring.

In the summer of 1888, a boat returning from Chester to Tancook capsized, and George Mason, John Wilson, and David Langille were drowned. They left widows, and six, seven, and five children, respectively. Isaac Mason (brother of George), William Thomas, and George Cross were saved.

On the 14th of June, 1892, there was a heavy rain-storm, with loud thunder and sharp lightning—the latter very brilliant in many places, forked, and lighting up the whole heavens. The house of William Eldridge, Chester Basin, was struck by an electric flash and part of the roof broken in. He was injured, and a son was paralyzed. Two large barns and a piggery were also struck and damaged. Mrs. Eldridge got her husband from the house to the barn, and returned for the children, and after placing them by their father, went to her neighbors, who put out the fire and saved the house, in a damaged condition. In the same storm, the barn of Ezekiel Eisenhauer and son, Windsor road, was struck and consumed, with all the farming tools, waggons, sleighs, three cows and several head of young cattle, etc., a loss in all of over \$1,000.

Scotch Cove, now called East Chester, two miles from Chester on the Halifax road, was originally settled by John Hutcheson, John Duncan, Thomas Thomson, and others, most of whom came from Glasgow and Edinburgh. Some of the grants were given for service in the British army, and were made by Lord William Campbell, Lieutenant-Governor, consisting of about 250 acres each, subject to a quit rent of one farthing an acre. John Duncan came from Edinburgh. Six brothers left there at different times for America, and emigrating to various places, never heard of each other afterwards. Two descendants of Mr. Duncan (John and George)—both lately deceased—good and worthy men, long resided at East Chester. They spoke to the writer of the difficulties that were encountered when they were without roads and the people had to carry their provisions on their backs. George Duncan was one of those drafted for service at Halifax during the American war. As his mother was largely dependent on him for support, he was allowed a chance of escape, but was again drafted, and was absent from home from November until April. He and his comrades were employed in getting out fascines and hewing timber for forts. Having obtained leave of absence for a month, he returned home by land, when for much of the journey there was not

even a foot-path. In those days the mails from Halifax to Chester were carried *via* Hammond's Plains, sometimes on horseback, and at other times on foot. Pitts, Sullivan, and Johnson were mail-carriers on this route. One of them (Pitts) was once taken by Mr. Duncan in a schooner to Indian harbor, because it was impossible to travel the intervening distance by land. The mail was carried in a small knapsack, and the whole package did not exceed five pounds in weight.

Chester Basin is about five miles from Chester on the post-road to Mahone Bay. It has churches, a school-house, several stores and a large hotel, and is very prettily situated, giving fine views of the bay and islands. A number of handsome vessels have been built there. There are gold-fields in the immediate vicinity, which are elsewhere described.

CHAPTER XXIII.

Churches Built at Chester—Clergymen of Different Denominations.

THE first church in Chester was Congregational and Presbyterian, with Rev. John Seccombe, minister. He was born at Medford, Mass., May 6th (N.S.), 1708. He graduated at Harvard College in 1728, and continued for some time to reside at Cambridge. On October 10th, 1733, he was ordained as pastor of a church at Harvard, a small Massachusetts town, and held the position until 1757. He married, March 10th, 1736 or '37, Mercy, daughter of Rev. William Williams, of Weston. Her mother was a cousin of Jonathan Edwards.

The following verses are from a humorous poem, in the shape of a will, written by Mr. Seccombe :

“ To my dear wife,
My joy and life,
I freely now do give her
My whole estate,
With all my plate—
Being just about to leave her.

“ My tub of soap,
A long cart rope,
A frying pan and kettle,
An ashes pail,
A threshing flail,
An iron wedge and beetle.”

There are thirteen additional verses.

On Sunday, August 9th, 1759, the first Lord's Day after the arrival of the settlers, Mr. Seccombe preached in the morning from 2 Sam. vii. 10: “ Moreover, I will appoint a place for my people Israel, and will plant them, that they may dwell in a place of their own, and move no more.” The text for the afternoon sermon was St. Luke vii. 34.

When the town and farm lots were laid out, Mr. Seccombe received a share. He lived for some years on an island west from Chester, which has been known as Seccombe's Island.

In a deed of lot No. 2, the east half of the island, September 21st, 1767, to John Seccombe, it is called Gold River South-east Island. Consideration, £2. The deed is signed, "Bruein Rumkes Comango. *Witnesses*: Timothy Houghton, Philip Payzant."

By deed of same date, Mr. Seccombe, for love and good-will, conveyed to his son John, half of said island, lot No. 1, on the west side.

The following letters are connected with early ministerial work :

"HALIFAX, February 20th, 1771.

"REV. AND DEAR SIR,—I saw Mr. Flekes this day, who informs me that you and your family were well when he came from Lunenburg, which I was very glad to hear, and thought I would embrace this opportunity of writing to you, to inform you that I am, through the goodness of God, in a comfortable state of health, though I have lately been exercised with a cold. I wish you would write a few lines to me any opportunity. I don't know when I shall go to Chester again, I suppose not till the beginning of May. So you need not fear of the letter finding me here. I would be glad to know how the ordination sermon and services were approved of by the people at Lunenburg, and whether you meet with any discouragements in your ministerial work, and whether you have reason to think your labors have been made profitable among your people, and whether brotherly love yet continues. May the God of peace be with you, the God of all grace strengthen you, and succeed you in the great and important work whereunto He hath called you, and make you instrumental of bringing many sons and daughters to glory. I have no time to enlarge at present, being in great haste. My kind regards to Mrs. Brown, Mr. Knaut, Shupley, and Mr. Colbauck, with their wives best.

"I am,

"Your sincere friend and fellow-labourer,

"J. SECCOMBE."

"To the REV. BRUIN ROMKES COMINGOE,

"Lunenburg."

In a letter to Mr. Comingo, September 6th, 1786, Mr. Seccombe wrote: "Doubtless you have heard of the awakening and concern which some among us are under here, and of a beginning of reformation in several families. Probably a work of grace is begun in some few of them. But we must wait and see what good fruits they bring forth—fruits meet for repentance—for further proof."

He did a great deal of ministerial work in Halifax, where the Governor was very kind to him. In mentioning his pay for one Sunday's work, he said, "The Governor gave a johannes." He was in Halifax in 1774, 1775, 1779, 1780, and 1781, as noted, and probably oftener.

The sermon he preached on the death of the Hon. Abigail Belcher (wife of the Chief Justice), at Halifax, October 29th, 1771, was printed at Boston in 1772, with an epistle by Mather Byles, D.D.

In 1778, he preached a funeral sermon from 1 Cor. xv. 56, 57, on the occasion of the death of the wife of the Hon. Benjamin Green, which was printed by Anthony Henry.

There is a manuscript sermon by Mr. Seccombe, on small note paper (four pages lost), from St. Luke v. 31, preached at Halifax, June 22nd, 1777, and April 28th, 1782, and at Chester, May 23rd, 1784.

He died at Chester, October 29th, 1792, aged eighty-four years and five months. Rev. Bruin Romcas Comingo preached the funeral sermon from Hebrews vi. 11, 12.

Mr. Seccombe had preached the sermon at the ordination of Mr. Comingo (the first Presbyterian minister ordained in the British North American Provinces), in Halifax, July 3rd, 1770, from St. John xxi. 15, 16.

He was taken before the Council in December, 1776, charged with having preached a seditious sermon in September, and in January following he was again before that body, when an affidavit was produced that he had prayed for the success of the "rebels." He was ordered to find security for good behavior in the sum of five hundred pounds, and to cease preaching until he signed a recantation. Sufficient particulars

are not given to show that he was intentionally guilty. From other accounts of him, he appears to have been a very worthy man, and Chief Justice Belcher had confidence enough in him to appoint him as preacher of the funeral sermon already mentioned.

BAPTIST.

A history of the Baptist Church in this county was prepared by Rev. Stephen March, for many years the worthy pastor at Bridgewater. It shows that "the first church, and out of which grew the present Baptist Church, was established in Chester town in 1788. In 1793, this church called to the pastorate Rev. Joseph Dimock, who was afterwards well and familiarly known, not only in Lunenburg county but throughout the Province, as "Father Dimock." On the 4th of May, 1811, this church was reorganized after the present order with a membership of thirty-one, and so became the first strict communion Baptist church of the county. From this time until the death of Joseph Dimock (June 29th, 1846, in the seventy-eighth year of his age), this church took a leading part in the development of the Baptist denomination of this Province."

Rev. J. Dimock, referred to by Mr. March, was born in Newport, Nova Scotia, December 11th, 1768. His father, Daniel Dimock, was a minister, and also his grandfather, Shubael Dimock. In his journal he says: "My honored father gave me a common education. Though my attainments were small, they were beyond any of my age in the village where I lived. A thirst to excel in education was in my nature implanted, so that I do not remember ever to have been so taken up with exercises or pastimes, but I would willingly leave it for a book of instruction. This was from God, for which I desire to be thankful. My parents taught me to read my Bible daily. When in my seventeenth year, God, by His Spirit, was pleased to show me my state, and I could find no rest till I found rest in Jesus, and saw that He was able to save all that came to God through Him."

"Mr. Dimock was baptized in Horton, May 6th, 1787, and joined the church there. In December, 1789, he accompanied

his uncle, Joseph Bailey, who was a Baptist minister, on a visit to Chester, to which they travelled, as was customary, on snow-shoes. They stopped there a short time, and their labors were greatly blessed among the people. Mr. Dimock began to preach in 1790. He spent part of the year 1791 in Annapolis county. In the autumn of that year he went through different parts of the Province, sometimes enduring great privations. At one time he was travelling through the woods from Windsor to Chester, and night came on before he could reach a place of shelter. It was in the depth of winter, and the blazed trees were his only guide, there being no road. It was therefore imprudent for him to proceed farther in the dark, and, aware of the danger of sitting down lest he should fall asleep and perish with cold, he adopted the only expedient that could save him. He walked backward and forward for a short distance the whole night, partaking from time to time of some refreshment, which providentially he had in his pocket. As soon as morning came, he fastened on his snow-shoes and resumed his journey. He continued laboring among this people, proclaiming the Gospel with much acceptance. In 1793, he was laboring in Queen's county, when he received a call from the church at Chester. He returned with the messenger, and a blessing seemed to attend his labors. On September 10th, 1793, he was ordained. Mr. Dimock was always ready to engage in a good work. Sometimes he met with opposition, but that did not daunt him; he was willing to endure hardness in his Master's cause.

"At one time about a dozen men were sent from a neighboring tavern to lay hold on Mr. Dimock and drag him thither. When they returned to their comrades without the preacher, they were laughed at as cowards, but they replied, 'You could not touch him; there he stood like a child without any resistance.' Sometimes the people threw stones at him, sometimes they went armed, but always missed their aim. The last time he was molested in this way was at North-West, three miles from the town of Lunenburg, and Colonel Creighton, an influential gentleman and magistrate in the town, saw that it was

his duty to interfere; accordingly he put a stop to it. Three years after Mr. Dimock's settlement in Chester, he went to the United States, and landed at Boston, November 21st. He continued there about three years, preaching with good acceptance among the people. On the 21st of August, 1798, he was married, and immediately started for Nova Scotia. He embarked at Salem, October 27th, and that day week landed at Liverpool, N.S., the length of the voyage having been occasioned by an error in the captain's reckoning. They got as far as Halifax before they discovered their mistake. After spending some time in Liverpool with Christian friends, endeavoring to stir them up to duty and zeal in the Master's work, Mr. Dimock proceeded to Chester, where he and his wife received a hearty welcome. Mr. Dimock always lived in Chester, except when on missionary labor or away on business. He travelled much in different parts of the Province, yet was pastor of that church until his death, which took place at Wilmot. He died at the house of his son-in-law, Mr. George Starratt, on the 29th of June, 1846, after a few days' illness. This venerable and beloved servant of Christ was in his seventy-ninth year. Upwards of fifty years he labored in the service of his divine Master in the Christian ministry. It might be truly said of him, 'Behold an Israelite, indeed, in whom is no guile.'"

Mr. Dimock's wife was his cousin, Betsy Dimock.

On Friday, the 3rd day of July, 1846, "from a distance of many miles around in every direction, the inhabitants congregated in eager, solemn groups. They met to pay their last tribute of respect to their dearly beloved pastor. Business had been largely suspended from the first reception of the startling intelligence."

The funeral sermon was preached by Rev. Theodore Harding, from Isaiah xxv. 8.

On the next Sunday, Rev. Mr. Harding took the services in the morning, and preached from Hebrews iv. 14. Rev. Anthony V. Dimock (son of the deceased) preached in the evening, from Revelation iii. 20. The last-named clergyman was born

at Chester, January 21st, 1810, educated in Acadia College, ordained December 11th, 1831, and sent as missionary to the Indians. In 1847, he went to the United States, and served churches in Massachusetts, Connecticut, and New Jersey, and was for many years Secretary of the American and Foreign Bible Society. He was referred to in the New York *Herald*, as "a noted Baptist preacher of Elizabeth, N.J., and founder of Lincoln Division, Sons of Temperance." He died in the latter city in March, 1888.

The following lines were sung at the funeral of Rev. Joseph Dimock :

" The voice at midnight came,
He started up to hear,
A mortal arrow pierced his frame,
He fell, but felt no fear.

" Tranquil amid alarms,
It found him on the field,
A veteran, slumbering on his arms,
Beneath his red cross shield."

His portrait was presented "by friends in Chester" to the historical collection in Acadia College.

Daniel Dimock, Esq., J.P., who was born in Chester, and lived there for many years, was a son of the deceased. He died in Stonington, U.S.

Rev. D. W. C. Dimock, of Truro, is also a son of the deceased. He was ordained at Chester, December 6th, 1841, his father offering the ordaining prayer, and preaching the sermon from 2 Timothy ii. 1. The right hand of fellowship was given by Rev. A. V. Dimock, brother of the candidate, while the latter gave the concluding prayer.

In the same year "the Baptist Association of Nova Scotia met at Chester, Lunenburg county. Among the business transacted was its first contribution to foreign missions. A beginning was made, and some interest excited on behalf of the heathen. Upwards of \$34.60 was sent to the Treasurer of the

Auxiliary Bible Society, Halifax. This was the commencement of the foreign mission enterprise of the Baptist body in the Maritime Provinces."

At the same meeting, Revs. Joseph Crandall, and Samuel Bancroft were sent to the poor on the east shore of Chester, and were to receive five shillings a day each, for three months. This was the beginning of the home missionary movement.

"So deep and intense was the interest taken in educational matters by some of the sisters of the Baptist churches of this county, that in 1828, besides the delegates sent from Chester Church to attend the Association, six sisters walked through the woods from Chester to Horton Road, now Wolfville, to be in attendance upon the sessions; the leader, of whom was Elizabeth Roach, afterwards Mrs. Edward Heckman, and nicknamed "Joshua" because she conducted her sisters on towards the promised land. The names of the other five were: Catherine Roach (a sister of the first named) Mrs. John Mader (then Annie Emino), Regina Lloyd (afterwards Mrs. Philip Andrews), Sophia Spidle (afterwards Mrs. Philip Corkum, of New Cumberland), and her sister, Elizabeth Spidle, of North-West. These sisters were all kindly entertained during their stay by the late Judge DeWolfe, an Episcopalian." They remained over night with Mrs. Susanna Pulciver, midway between Chester and Windsor.

The new church in Chester was erected in 1872.

Rev. Dr. James C. Hurd, who was stationed in Chester for about three years, died in Burlington, Iowa, December 22nd, 1879, aged fifty years. "He ranked among the ablest men of his denomination, and as a preacher and platform speaker had few equals." He was pastor of the First Baptist Church in Burlington. In Nova Scotia and abroad he fought well for the temperance cause.

The Sunday School convention of the Baptist Church held its first session in Chester, September 15th and 16th, 1890, Charles A. Smith, Esq., President. Reports from twenty schools were read.

At a large evening meeting, Miss Hannah Church conducted

a "model class," which was highly instructive to all present. Addresses were delivered by Rev. C. W. Corey, and Rev. J. S. Brown.

The ministers resident at Chester have been Revs. Joseph Dimock, Munroe, George Armstrong, (who had been a teacher in the old school-house), Stephen DeBlois, James Spenser, Sutherland (a Scotchman), Thomas Crawley, J. C. Hurd, I. J. Skinner, John Weeks, J. F. Kempton, George Taylor, Norman McNeil, and H. N. Parry.

Services were conducted by Mr. John Bezanson, of Marriott's Cove, in the absence of Mr. Dimock and succeeding ministers.

Ebenezer Munroe came from Scotland. He was married at Chester, afterwards ordained, and became pastor of a church at Onslow. He attended an association meeting at Chester, and was taken ill and died there.

Revs. Nutter, and Rees, preached in Chester in early times.

A church was erected at Blandford in June, 1895.

CHURCH OF ENGLAND.

On the arrival of the Rev. Thomas Lloyd, missionary of the Society for the Propagation of the Gospel, a meeting was held on September 21st, 1794, to establish a church at Chester.

"St. Stephen's" church, forty feet long, by thirty broad, was erected, in 1795, by "the liberal subscription of friends to religion, and to the Church of England as by law established." The list of subscribers was headed by His Royal Highness Prince Edward, father of our gracious Queen, for five guineas. Then followed Sir John Wentworth (Lieutenant-Governor), Charles, Bishop of Nova Scotia, General Ogilvie, Admiral Murray, Admiral Vandeput, Major DesBrisay, Royal Artillery, Hon. Captain Cochran, and other officers then serving in the garrison at Halifax; also Hon. John Haliburton, Hon. Charles Morris, and others. The Lutheran Church at Lunenburg, Rev. Mr. Schmeiser, D. C. Jessen, Esq., and many more subscribed liberally; while the parishioners of Chester gave sums ranging from £8. 13s. downwards.

Jonathan Prescott, and Robert Bethell were appointed the

first churchwardens, and Franklin G. Etter, John Stevens, and Thomas Thomson were the first vestrymen.

The following particulars relative to the lamented death of Rev. T. Lloyd, are extracted from the vestry book :

"The Rev. Thomas Lloyd, missionary from the Society for the Propagation of the Gospel, came to reside in Chester in the month of September, 1794. This worthy and respectable missionary perished in an attempt to go through the woods from Chester to Windsor. Having engaged a young man as a guide for the journey, he set out on Tuesday, the 24th day of February, 1795, and proceeded about nine miles, when a dreadful storm of snow, hail, and rain came on, which continued all the day and most part of the night. The next morning about eight o'clock, he told his guide to go back to Chester as fast as possible and bring him assistance; who, about three in the afternoon, reached a house two miles from that place, nearly exhausted and quite confused, imagining he was still proceeding to Windsor. A message from him to the town caused a party to go off immediately to Mr. Lloyd's relief, who, after extreme fatigue, exploring their way all night by the help of a candle, found his body frozen as hard as a rock, on Thursday morning, about fourteen miles from the town. It is supposed that he perished about noon the preceding day, as he had travelled but a short distance from the place where the guide had left him. His remains were brought back and decently interred, amidst the groans and lamentations of the people of the township. They were all inconsolable for him, and were persuaded they had lost their best guide and director to a future happy life."

Another account says : "He went off with two others, who were determined to accompany him as far as a horse which he rode was able to travel. When they had proceeded about nine miles they were obliged to part; but not before the returning persons used every effort in their power to persuade him to come back."—From a letter dated Chester, March 2nd, 1795.

Rev. Robert Norris, missionary of the S.P.G., came to Chester in July, 1797, and remained until 1801. For some years from this date there was no resident clergyman. Mr. George Weidle,

by permission of the Bishop, regularly used the church service and read a sermon of Bishop Wilson, or Secker, or Sherlock, in the morning; and in the afternoon (as many of the congregation were Germans) one from Eisleus in German. This worthy churchman died in 1815, aged 81, having enjoyed for four or five years before his death the ministrations of the Rev. Chas. Ingles.

Chester was formed into a parish, February 9th, 1800.

From 1801, occasional visits were made by Rev. Mr. Money, and Rev. Thomas Shreve.

Rev. Charles Ingles, B.A., was inducted rector, December 13th, 1812. Captain Ingles, H.M. 17th Regiment, is a son of this clergyman.

In September, 1817, Rev. Joseph Wright took charge, and, after his removal to Horton, Rev. James Shreve, B.A., was sent as missionary, April 1st, 1822, and inducted April 20th, 1826.

The last service in the old church was held June 21st, 1840, and it was taken down next day. The corner-stone of the new church, also "St. Stephen's," was laid on the 25th of June, in the same year, and the frame was raised on the 27th of the same month. The building cost £1,100.

Rev. W. Weinbeer, a native of Berlin, was curate to Rev. Dr. Shreve, and died in Chester, after a brief ministry, July 13th, 1845, in the twenty-eighth year of his age, from disease contracted on a passage of ninety days to Nova Scotia. He was a very devout Christian, a learned scholar, and a fine musician, and in all the work of his holy office, most devoted. His early death was greatly deplored.

Rev. Dr. Shreve was chosen Rector of Dartmouth, and was succeeded at Chester by his brother, Rev. Charles Jessen Shreve, B.A., then Rector of Guysboro' (June 18th, 1854), who was born in Lunenburg (of which parish his father was rector), April 9th, 1808. He died in Halifax, where he had lived for one year, April 5th, 1878, and where his widow and daughter now reside. He had been a missionary in charge of Harbor Grace, and Carbonear, Newfoundland, and was on the island from 1833 to 1836. Mr. Shreve and his brother James were very

hard-working men, and had extensive and trying fields of labor. They were good preachers and readers of the church services. It was said of Rev. C. J. Shreve, that "he always prayed the prayers," and he conducted the services with great seriousness and devotion. He used before the sermon, with a slight alteration, the second last Collect in the Service for the Ordering of Priests. His son Selwyn was a very useful member of the Church, and, as licensed lay reader, did good work at the North-West Arm, Halifax, and elsewhere. A commemorative tablet has been erected in the church at the Arm. Another son, Thomas C. Shreve, Esq., is Mayor of Digby.

Rev. John Manning was appointed vicar at Easter, 1875, and resigned April, 1877.

Rev. Andrew Merkel was then elected vicar, with right of succession to rectorship.

Rev. C. J. Shreve resigned May 2nd, 1877, and Mr. Merkel was inducted rector.

Rev. George H. Butler, M.A., took charge June, 1880, was inducted July, 1884, and resigned December 31st, 1890.

Rev. Theodore Wood Clift, a native of St. John's, Newfoundland, took charge of the parish, June, 1891, and was inducted rector, February 18th, 1892. He had been incumbent at Carbonear, Newfoundland.

Rev. Samuel J. Andrews, of Heart's Content, Newfoundland, was in charge during the temporary absence of the rector, from November 15th, 1894, to Easter, 1895.

On the 2nd of July, 1895, Rev. Edward H. Ball, of Tangier, was elected rector, Rev. Mr. Clift having resigned in consequence of his wife's illness requiring residence in a warmer climate. They were very much beloved.

The bell which was placed in the first St. Stephen's Church, at Chester, was cast in France, A.D. 1700, and used in an ancient monastery. It bore a long Latin inscription, and the outer rim was encircled with a wreath of flowers finely wrought. A larger bell having been obtained for the new church, the old bell was used for a fog alarm on board a fishing schooner on the banks of Newfoundland.

It was again on shore at Chester, where it rang in the New Year, and sometimes gave greetings to a newly-married couple. The sleepy watch were often called by it on a gallant ship, to which it had been transferred, the *Peerless*, Captain J. M. Allen, and of which Captain E. D. Lordly, now residing at Chester, was for three years a chief officer. After leaving this vessel, Captain Lordly did not see the bell again for fifteen years, when it was still hanging at the pawl-post in the same old ship, then a coal hulk in Valparaiso.

St. Mark's Church, Western Shore, was erected in 1878: St. James' Church, Chester Basin, in 1883, and St. George's Church, Indian Point, in 1889.

Rev. Henry Stamer was rector of Hubbard's Cove for over thirty years. Fox Point and Mill Cove, in Lunenburg county, were in his mission. He was a faithful, hard-working clergyman. His widow is a daughter of the late Colonel Poyntz, of Windsor, to which town Mr. Stamer retired when he became incapacitated for work, and where he died, in December, 1894. On the 7th of that month his body was taken to Hubbard's Cove, and interred, in accordance with his own desire, in the cemetery by the parish church in which he had so long ministered, in the presence of a large assemblage of mourners, who well remembered how for so many years he had broken to them the Bread of Life.

Rev. Mr. Stamer has been succeeded in the rectorship by Rev. J. W. Norwood.

Rev. Thomas H. White, D.D., in his ninetieth year, and the oldest Church of England clergyman in Canada, still doing duty at Shelburne, with Rev. W. S. H. Morris as his vicar, worked in St. Stephen's Parish, Chester, for some months in 1829. Dr. White is a delightful old gentleman, and his memory is stored with reminiscences of early days, which he tells to his visitors in the most interesting manner. He was always considered a superior reader and preacher, and the clearness of his voice, even in his advanced age, adds to the impressiveness of his delivery. It is a privilege to hear him.

ROMAN CATHOLIC.

A subscription list for the erection of a Roman Catholic church in Chester, was commenced in 1844, and was headed by William O'Brien, sen., for £7. 10s. The contributions were very liberal. The Rev. Edmond Doyle, of Kilkenny, Ireland, was then the priest officiating in the county. Archbishop Walsh, who gave generously to the fund, was present at a meeting of the congregation held in the church (St. Augustine's) on September 7th, 1846. He made an entry in the church register, of which the following is a copy: "I was informed, on making inquiry, that Mr. Michael Schmitz contributed a very large amount towards the erection of the church. I regret that I cannot state the precise sum, as he never wished to make it known, but I deem it an act of justice to him to record the fact here." The church was completed and consecrated by the name "St. Augustine's."

Rev. Father Lyons, and other priests visited Chester from time to time. Those who have resided there were Revs. Holden, Danaher, Walsh, Lovejoy, McCarty, and Kennedy.

Rev. Edward J. McCarty, who is most kindly remembered in the county, came to Chester in 1877, and remained six years. He was born in Halifax in 1850, and was educated at St. Mary's College there, and St. Sulpice Seminary, Montreal. Previous to his appointment here he had been assistant priest at Kentville. His mission, while in this county, embraced parts of King's and Annapolis counties. He was transferred to Yarmouth in 1883.

A Methodist church was erected in Chester in 1881, and a Lutheran church in the following year.

CHAPTER XXIV.

Biographical notices of persons who have lived at Chester.

ALEXANDER PATTILLO settled in Chester in 1783. He married the widow Bartlett, whose maiden name was Roberts, of Liverpool, N.S. He was tall, stout, and very muscular and powerful. Lime-burning engaged his attention, and he was owner of a vessel. At that time there was no road between Chester and Windsor—only a foot-path. He started on one occasion, with his horse, to go to Windsor, and was lost in the woods. On the ninth day his horse was tired out, and he took off the saddle and bridle, and hung them on the limb of a white birch tree, on the west side of Nine-Mile Lake, distant from Chester about eleven miles. He then left the horse and proceeded as best he could without him. After being in the woods for nineteen days he was discovered by Indians, near La Have River. He said if he had not found some birds' eggs and berries, he must have died of hunger. He was badly bitten by flies, and it was some time before his face healed.

In the summer of 1822, two sons of Lot Church, while in the woods searching for cattle, picked up the stirrups and other parts of the saddle, and the bit, which were on the ground near the tree above mentioned.

Mr. Pattillo was a Scotchman, a native of Aberdeen. He died at Chester, December 31st, 1833, aged ninety years, and was interred in the burial-ground of St. Stephen's Church.

Captain James Pattillo, born in Chester, died in North Stoughton, U.S., in 1887, aged eighty years. He is said to have been the first man who placed a platform over the ballast of a fishing schooner. He was described as "stalwart, brave, generous, and true, and the grasp of his hand might almost crush the handle of an oar. One of the most successful fishermen of his day."

Captain Pattillo was a man of great size and strength. One who knew him well, a gentleman now residing in New York, and who believes he was one of the strongest men ever born on this continent, says that he was one day standing on Mitchell's wharf in Chester, and saw Pattillo lift several barrels of pickled fish by the chimes, from the hold of his vessel to the deck, and support one of the barrels on one of his broad shoulders, and then lift it backwards over his head, and lay it on his neck and shoulders. Having had them properly placed, he carried a barrel of the fish on each shoulder into Mitchell's store.

George Bethune Mitchell, one of the principal business men of Chester, was a native of Londonderry, Ireland. He was appointed a Justice of the Peace, which office he held for many years. His death took place on the 3rd September, 1855, at the age of seventy years, after a life in which "the strictest integrity and the most active benevolence endeared him to the community." Mrs. Mitchell and several children occupied the old homestead for many years. The former died July 6th, 1877, aged seventy-six years.

Michael Schmitz, also a merchant in Chester, was born in Germany, November 11th, 1787, and became a resident of the former place in 1817, where "unobtrusive and retiring, fearing God and assisting mankind, he lived universally respected, and was lamented in the end." He died June 11th, 1848. His widow, Mary M. Schmitz, died September 18th, 1857, aged sixty-two years.

Anthony Thickpenny was born in England, and had been a British officer. He was a great lover of fun, generous and off-handed. The house now owned and occupied by James E. Whitford, Esq., was built by him. He used to read the service of the Church in the absence of the clergyman. When Chester was visited by privateers, he buried his money under an old stump, near what is now the residence of Mrs. Timothy Gorman.

Thomas Thomson died February 14th, 1821, in his eighty-third year. He had been a Bombardier in the Artillery, and was always fond of military display. He lived near Chester, and used to ride in on his white horse "Cato," on His Majesty's

birthday (when a grand salute was fired), and when annual militia drill took place.

David Evans was born in Swansea, Wales, and came to Chester in 1805. He had served in the British navy, and was on board the *Bellerophon* (called, also, by the sailors, "Ball of spun yarn"), Captain Thomson, at the battle of the Nile; was also at Copenhagen, and Trafalgar, and styled himself "one of Nelson's bull-dogs." He was with the

"Stout veterans who battled and bled
Where Nelson expired, and where Collingwood led."

Mr. Evans was accustomed for many years to go from Chester to Dover, in the County of Halifax, fishing, in an open, flat-bottomed boat about fifteen feet long. The year before his decease he went alone in his boat as usual, and, when the fishing season was over, returned in the same way. He died in Chester (where his son William now resides), in 1864, aged eighty-seven years.

Franklin G. Etter, formerly a resident of Chester, was a Loyalist. He had been a glass manufacturer in Massachusetts, and subsequently a lieutenant in the British army. On his arrival at Chester he was appointed a Justice of the Peace, and was esteemed a most useful and worthy man. One of his eight daughters was Mrs. Amos Lovett, of the well-known Chester House.

Thomas Belcher DesBrisay, M.D., son of Captain and Adjutant Thomas DesBrisay, Royal Artillery, and grandson of Lieut.-General DesBrisay, at one time Commandant at Halifax, practised his profession for some years at Chester, and in 1832, removed thence to Dartmouth, of which parish his brother, Rev. Mather Byles DesBrisay, M.A. (King's), was rector, where he continued to practise until his decease in 1869. In Dartmouth, as in Chester, he was highly esteemed. He proved himself, both in his profession, and outside of it, the good Samaritan to the poor and the suffering, and died deeply regretted.

Captain Samuel Gowan, one of the most worthy inhabitants

of Chester, perished, with all his crew, in the schooner *Sophia*, off Cape Sable, N.S., in the great gale of October, 1871. Wallace Geldert, and Israel Moser, of Bridgewater, were among the crew.

Charles Lot Church was the son of Charles Church, and was born on Rhode Island (then a British colony), March 13th, 1777, and went with the Loyalists to Shelburne, in 1783, from whence he removed to Dover, County of Halifax, and subsequently to Chester, where he married Hannah Millett, granddaughter of Timothy Houghton, the first person named in the Chester grant, and settled on the Windsor road, ten miles and a half from Chester, which distance he was ten hours in travelling with his family, the road being then scarcely cut out. He inherited the loyalty of his father, who refused to take up arms against his King, though much persuaded so to do—having been offered a commission first in the land, and then in the naval service of those opposing the Government. When afterwards asked to send to Halifax his claim for losses, he replied that he could not “add to the loss the British Government had already sustained.” Mr. Church was elected, in 1820, a member of the House of Assembly, and travelled through ten counties that he might make himself more fully acquainted with the wants of the people. He had excellent natural abilities, and being a great reader and very observing, he became a most useful public man, and was re-elected to Parliament. His conduct in the Legislature on several public questions was considered very patriotic, and he was highly applauded by the people without reference to party. “As honest as Lot Church,” passed into a proverb. In 1824, he was received at Windsor with great applause, and a public dinner was given in his honor.

Mr. Church, in a memorial to His Majesty George IV., asked that the quit rents which, owing to the poverty of the people, had largely accumulated, and which pressed heavily upon their industry, might be remitted.

He died April 14th, 1864, in his eighty-eighth year. His family numbered five sons and eight daughters.

Mrs. Church died within ten months of his decease, aged eighty-two years.

The last surviving son, Charles L. A. Church, Esq., died in Chester, December 22nd, 1889, in his eighty-fifth year. He was the father of Hon. C. E. Church, Commissioner of Public Works and Mines.

One of the earliest settlers in the district where Lot Church lived, was *John Hutchinson*, a native of old England, some of whose descendants still reside on the road between New Ross and Windsor. He went into what was then a wilderness. For several years, in common with other settlers, he had to carry all his provisions home from market on his back. He was over six feet in height, stout in proportion, and uncommonly strong. Once he was attracted by a noise among his sheep, and seeing a large bear about to destroy one, he ran to his house, seized an old Queen Anne musket, and killed the bear with a few blows from the butt end. He was a great moose hunter, and used to describe graphically his journeyings in the forest.

William A. Kearney, M.D., was born in Waterford, Ireland, came to this country in 1831, and took up his residence at Guysboro'. He soon decided to return home, but was advised by the late Garrett Miller, Esq., to remove to this county, and practised at Chester for seven years. He was married in Halifax to Lucy, daughter of John Creighton, Esq., who now resides at Chester with her daughter. Dr. Kearney died there suddenly in 1840 from a severe cold, which he took on a visit to Tancook.

James S. Wells, Esq., was born in Cornwallis in 1789, and was sent to school in London, G.B. At sixteen years of age, he entered the Royal Navy as captain's clerk, and was made purser two years afterwards. He was below the age required, but his heavy whiskers made him appear older, and he was entered as having attained twenty-one years. Mr. Wells served in several ships, the last one being the *Centurion*, which was the receiving ship at Halifax when the *Shannon* arrived with the *Chesapeake*. Captain Ross and Quartermaster Kiens, with whom he was intimate, persuaded him to reside in Sherbrooke,

now New Ross. He removed thence to Chester in 1830, where he was a Justice of the Peace, and filled several other public offices, and where he died May 10th, 1846, in his fifty-seventh year, from a severe fall among rocks, caused by a runaway horse. His son, James S. Wells, resides in New York. Two of his daughters live in King's county, and one in London, G.B.

Charles W. Hiltz, M.D., son of the late John F. Hiltz, Esq., practised his profession in Chester for some years. He had been formerly engaged as a teacher, and succeeded Mr. Lawson in the office of Inspector of Schools. He died in Chester, January 31st, 1882, much regretted. His ability was admitted both as teacher and doctor.

Mr. John Stanford was born at Maidstone, Kent, England, and came to Nova Scotia about 1840, and to Chester in 1845, where in the latter year he established a tanyard near the town. He married Mary Jane, daughter of the late Alexander Lynch, and built a neat residence not far from the pretty lake known since as Stanford's Lake. The family included six boys and five girls. Two of the former and one of the latter still live with their mother at the old homestead. Another daughter (*Annie*) is the efficient postmistress at Chester.

Mr. Stanford had also a grist mill and carding mill. He was a very busy and enterprising man, and the goods manufactured by him were much sought after, owing to their superior quality. His death occurred June 30th, 1883, in his seventy-third year.

The two following notices are from local papers of 1887 :

"The death is reported of *Thomas Whitford*, of Chester, which occurred at his home on Saturday, May 28th, at the ripe age of eighty-nine years. Mr. Whitford was born at Chester, in March, 1798. Until a few weeks since he enjoyed comparatively good health, and for more than half a century was remarkable for his robust form and fine physique. He leaves a widow, five sons, thirty-three grandchildren, eleven great-grandchildren, and a very large circle of friends to mourn their loss." He was a man of great hospitality, and his house was always open to the people from the country around, and to the stranger. The large farm which he cleared and improved is occupied by his son, James E. Whitford, Esq.

"Died.—At Chester, December 7th, *Mrs. C. Corbin*, aged ninety-one years and six months. Charitable and kind-hearted to the sick, generous to a fault, she now reaps the reward of a spotless, well-spent life. With lips sealed with perpetual silence, she sleeps beneath the shadow of the very sanctuary where for years she knelt and adored her God."

Charles Lordly, Esq., was born in Chester. He removed to Terence Bay, County of Halifax, and lived there for some years. He was largely instrumental in the erection of the church, and aided in other improvements. In Chester he was a public-spirited citizen, kind-hearted, and always ready to assist in matters affecting the general welfare. He was a Justice of the Peace, and Clerk of the Municipal Council. For several years he owned, and had a number of men employed in, a limestone quarry at Indian Point. Mr. Lordly died in Chester, September 11th, 1889, aged sixty-nine years. One of his daughters (Lillian), now at Brownsville, California, is a bright writer of poetry and prose. Some of her sketches appeared in the *Halifax Critic*.

Severin W. Wielobycki, M.D., was born in the Province of Volbynia, Poland, January 8th, 1793. "After his university career he fought for Polish independence in thirty-six battles, often sleeping with his horse in the open when the snow was on the ground. When Russia, Prussia, and Austria divided Poland amongst them, he was allowed to choose between going to America or Great Britain." He passed through ten years of great privations in Edinburgh, where he graduated in medicine, and decided to practise in Nova Scotia. He came to Chester about 1842, after the death of Dr. Kearney, and remained for some years. Much of his travelling was done in the saddle, and he is remembered as a very expert horseman, and skilful in his profession. He spent the latter part of his life in London, where he died September 7th, 1893, aged one hundred years and eight months. He attributed his great age to "No alcohol, no tobacco, and very little animal food." His centenary was celebrated in the rooms of the Medical Society, London, January 10th, 1893. Dr. Norman Kerr presided, and among the many

distinguished persons present were Canons Duckworth, and Leigh, Dr. Dawson Burns, Lady Henry Somerset, and Miss Willard. Congratulatory messages were received from Lady Frederick Cavendish, Dr. B. W. Richardson, the Bishop of Marlborough, and a host of others.

The Rev. Frederick J. Tomkins, M.A., D.C.L., of London, G.B., now a prominent member of the English Bar, referred to Dr. Wielobycki, as "this distinguished and very remarkable man," in a letter dated Halifax, October 2nd, 1893, and added: "He was a patriot, a man of rare ability as a physician, a devoted advocate of the temperance cause, and a sincere Christian. Some years ago I was with him at a meeting in the town of Gravesend, and his genial countenance, his wholesome look and the healthy bloom upon his cheek gave evidence that temperance and strict observance of the laws of diet are indeed next to godliness. He lived, I am happy to say, in comfort. I have a grateful remembrance of this kind man's hospitality. The late John Creighton, Esq., Q.C., of Lunenburg, was his trusted friend, and I was the bearer to London of the proceeds of the fidelity of our departed friend's integrity. Allow me to place a garland on the tombs of these two old friends, whom I expect to meet beyond the cold obstruction of the grave."

John Butler, father of Mr. Edward Butler, was born in Halifax, January 20th, 1795, came to Chester about 1820, and was in business there for over fifty years. He died September 15th, 1876, in his eighty-second year. Mr. Butler was of a quiet, retiring nature, a good citizen, honorable and just in his dealings, and highly esteemed.

William Henry Robinson, a native of Chester, was there engaged as a general dealer for twenty-five years. By close attention to his business, which extended over a large field, he made it a profitable one. He died January 20th, 1882, aged fifty-six years. Mr. Robinson was one of the sons of Wm. H. Robinson, Esq., a man of excellent character, who lived at the junction of the Lunenburg and Windsor roads, and was for many years a Justice of the Peace, and a Commissioner of Schools.

CHAPTER XXV.

Islands in Chester Bay, and incidents connected with the same, including searches made for "Kidd's treasure" at Oak Island.

MAHONE BAY, as laid down on the chart, includes the water to the shore of the Blandford Peninsula, but that part of it which is in the vicinity of Chester is called Chester Bay, and is celebrated for the number and beauty of its

"Fairy crowds
Of islands, which together lie,
As quietly as spots of sky
Among the evening clouds."

Many of them are inhabited and well cultivated. Islands between "La Hève" and "Sesambre" were called by Champlain, "The Martyrs," on account of Frenchmen killed there by Indians. He also wrote: "The islands and shores are full of pines, firs, birches, and other inferior timber. The catch of fish there is abundant, and so is the quantity of birds."

The names of some of the Chester islands are: Green, The Tancooks (2), Iron-bound, Big and Little Duck, Anshutz, Mark, Lynch, Mountain, Saddle, Snake, Greaves, Big and Little Fish, Gooseberry (2), Clay, Birch, Grassy, Oak, Frog, Apple, Sand islands, Star, Mason's, Rafuse, Barkhouse, Flat, Calf, Quaker, Meisinger's, Hume's, and Borgald's. A few of these will be referred to more at length.

Among the islands, none is more widely known than Oak Island, four miles from Chester, so called from the beautiful oak trees, some of which remain.

It has become famous for the searches from time to time made for treasure supposed to have been buried by the noted pirate, Captain Kidd. The first settlers were John McMullen,

and Daniel McInnis, father of Mrs. Thomas Whitford, of Chester. One of the early residents was Samuel Ball, a colored man, who came from South Carolina, where he had been a slave to a master whose name he adopted. His wife had been a domestic in the house of Treasurer Wallace, at Halifax. Their union is thus recorded in his family Bible: "Samuel Ball and Mary Ball was married, 1795." The farm of thirty-six acres, on which he lived and which he cleared, is now occupied by Mr. Isaac Butler, who resided with him. Silhouettes of Mrs. Ball and others are seen in one of the rooms of the house built by Mr. Ball. He died there, December 14th, 1845, aged eighty-one years. He was known as "a good man." The other occupants of the island are James McInnis, and Enos Jodrey.

The pits hereinafter referred to were dug on the farm formerly owned by John Smith, who was born in Boston, Mass., August 20th, 1775, and died on the island, after a residence there of seventy-one years, on the 29th of September, 1857. He brought up his children very respectably. His daughter Mary lived in the family to which the writer belongs for sixteen years, and he takes pleasure in here mentioning her name, remembering with gratitude her faithful attention in the days of his childhood, at Chester, and afterwards at Dartmouth.

Several accounts have been given to the writer of work from time to time done on the island, and some of it he has himself witnessed. The leading facts are embodied in the following condensed statement from lengthy papers published December 20th, 1863, and subsequently, by a member of the "Oak Island Association," who said that more than a century before, an old man died in what was then known as the British Colony of New England, who on his death-bed confessed to having been one of the crew of the famous Captain Kidd, and assured those who attended him in his last moments that he had many years previously assisted that noted pirate and his followers in burying over two millions of money beneath the soil of a secluded island east of Boston. This news having been widely spread, many searches were made, but all in vain.

Three men—Smith, McInnis (grandfather of James McInnis) and Vaund (should be Vaughan)—emigrated from New England to Chester. Smith, and McInnis took up land on Oak Island, and Vaughan settled on the adjacent mainland. McInnis one day discovered a spot that gave evidence of having been visited by some one a good many years earlier. There had been cuttings away of the forest, and oak stumps were visible. One of the original oaks was standing, with a large forked branch extending over the old clearing. To the forked part of this branch, by means of a treenail connecting the fork in a small triangle, was attached an old tackle block. McInnis made known his find to his neighbors. Next day the three visited the place, and on taking the block from the tree it fell to the ground and went to pieces. They found the remains of a road from the tree to the western shore of the island, and they concluded that if Kidd had buried money it was probably here. The ground over which the block had been had settled and formed a hollow. They cleared away the young trees, and removed the surface soil for about two feet, when they struck a tier of flagstones, which they found differed from the island stones, and concluded they had been brought from the vicinity of Gold River. On removing these, they saw they were entering an old pit that had been filled up. The mouth was seven feet in diameter, and the sides were of tough, hard clay; but the earth which had been used in filling was loose, and easy to be removed. Ten feet lower was a tier of oak logs, tightly attached to the sides, and the earth below them had settled nearly two feet. The logs were very much decayed on the outside. Removing these, they went fifteen feet farther down. To get below this they required help, but none seemed willing to assist.

About fifteen years afterwards, Simeon Lynds, of Onslow, visited Chester, and saw Vaughan, to whom his father was related, and the next day they went to the place, and, as a result, he and many of his friends, with tools and provisions, came to the island, and were joined by Smith, McInnis and Vaughan. The pit was found to have caved in, and mud had

settled at the bottom. On taking this away they came to the three sticks which had been put in the mud by the three first men on leaving off work. They went on, and struck a second tier of logs like those first found. Ten feet lower they came to charcoal, ten feet below it to putty, and farther down to a flag-stone about two feet long and one foot wide, with rudely cut letters and figures which they could not decipher. The engraved side was downwards.

On reaching a depth of ninety feet, the earth in the centre became softened, and water began to show itself. At ninety-three feet, it increased, and they took out one tub of water to two of earth. Night coming on, they, as usual, probed the bottom with a crowbar, to see if they could strike anything. At the depth of ninety-eight feet, five feet below where the bar entered, they met a hard impenetrable substance, bound by the sides of the pit. They expected the mystery to be solved in the morning, but on returning, they found sixty feet of water, and their bailing buckets failed to lessen the depth. They discontinued the work, and sent a committee to Mr. Mosher, of Newport, considered the best man for such purpose in the Province, to provide a way for removing the water. He prepared a pump, at a cost of £80, and it was lowered to the depth of ninety feet, but before the water reached the surface it burst. Robert Archibald, Esq., uncle to the late Master of the Rolls, then had charge. In the following spring, a new shaft was sunk to the depth of 110 feet, and water then came in until it was sixty-five deep.

In 1848, work was resumed, the old pit was reopened, and twelve days afterwards, the men were down eighty-six feet. On a certain Saturday evening, everything was so far satisfactory, but on returning from morning service at Chester, on the following day, there was sixty feet of water in the pit, and level with that in the bay. A great deal of additional work was done. The water rose in a new pit to the same height as that in the old one.

In 1861, a new shaft was made; but the men were driven out by the coming in of water and mud.

In 1863, further work was performed; but it was found impossible to keep out the water.

The work was afterwards carried on by Halifax members of the company, under special agreement with the Association. A new shaft was sunk, and there was confidence in ultimate success; but no discovery of treasure was made.

The writer above referred to stated that he was for fifteen years a member of the "Oak Island Association," occasionally actively engaged at the works on the island, and thus gained information which enabled him to write with confidence on the subject. From all he saw, with what he believed in the experience of others, he had no doubt that the "money pit," and the drains on the island, were purely works of art, constructed at a very early period in the history of the country; but for what purpose he could not say, and as to whether Kidd's buried treasure lies at the bottom of the "money pit," or whether, as more believe, it does not, he did not feel it safe to offer an opinion.

Sixty men and thirty horses have been at one time engaged on Oak Island.

Many years ago, a day was named when all who should visit the island would see Kidd's treasure brought to the surface. Schooner and boat loads of people gathered from all directions.

An old German, looking at the work, said, "the deeper they dig, the deeper it sinks."

Parties from abroad have continued the search at intervals, and as recently as 1892 and 1893 new pits were dug. Those who were employed in one of them were told that the ground would cave in, but they were not inclined to believe it. They soon had an indication of the truth, and had been out only about five minutes, when several cart-loads fell in. This ended the attempt then made, and the party left the island. Another pit was afterwards dug, but not to any great depth. These latter workings, with others, are said to have been prompted by the dreams of a man in an eastern county, to whom certain spirits appeared, by whom he was taken to the island, and shown the long-coveted deposits of gold and silver.

Some of the most advanced counties in the Province have furnished many of the stockholders in the companies from time to time formed to prosecute the search, and notwithstanding the repeated failures, men of much intelligence express their belief that success will yet be achieved.

Henry S. Poole, Esq., who in 1861 was visiting different localities on behalf of the Government, wrote in his report : " I crossed to Oak Island and observed slate all the way along the main shore, but I could not see any rock *in situ* on the island. I went to the spot where people have been engaged for so many years searching for the supposed hidden treasure of Captain Kidd. I found the original shaft had caved in, and two others had been sunk alongside. One was open and said to be 120 feet deep, and in all that depth no rock had been struck. The excavated matter alongside was composed of sand and boulder rocks, and though the pit was some two hundred yards from the shore, the water in the shaft (which I measured to be within thirty-eight feet of the top) rose and fell with the tide, showing a free communication between the sea and the shaft."

There are many who know all about Oak Island and the searches made there for Kidd's treasure, who have little knowledge as to what he really was and did. It is deemed right to introduce here, especially as of interest to people in this county, some information on these points. Perhaps it may help to a decision as to the probability or otherwise of his having been in this vicinity, or of having buried any of his spoils on this coast.

Kidd was sent out in the *Adventure*, a galley of 287 tons, against vessels which had not only attacked the French, but the English as well. He left Plymouth, G.B., April, 1696, and reached the American coast in July. He entered New York harbor from time to time, and the Assembly gave him £250 sterling. He sailed for the East Indies, and on the way resolved to become a pirate, and on arrival off the Malabar coast, he burned settlements, and captured ships, selling one, the *Quedagh*, with her cargo, for \$40,000. He exchanged for a larger vessel, and robbed whatever ships he met. In 1698, he arrived

at New York with a large amount of spoil, much of which he buried on Gardiner's Island, at the east end of Long Island, dividing the rest among his crew. He was arrested by order of Bellamont, Governor of Massachusetts, and sent to England, where he was tried for the murder of a gunner, whom he killed with a heavy iron-hooped bucket. There were six indictments against him. He was convicted, and hung in chains at Execution Dock, on May 12th, 1701.

Searchers sent by Bellamont to Gardiner's Island discovered a box containing 738 ounces of gold, 847 ounces of silver, 1 bag of silver rings, 1 bag of unpolished stones, and a quantity of agates, amethysts, and silver buttons.

All the property found as above, with that on the person of Kidd, and in his ship, the *San Antonio*, was in value \$56,000.

This find induced the belief that other deposits must have been made, and repeated searches have been set on foot, but so far in vain, on the coasts of New York and Massachusetts.

The "Gold Bug," written by Edgar A. Poe, has reference to the buried treasure of Kidd.

The late Professor de Mille used the early incidents connected with Oak Island, as the foundation of his novel, "Old Garth."

GREEN ISLAND.

"No whirl of worldly tumult here is known,
Hither, across the wave, the ocean bird
Flies homeward and alone."

This island is distant from Chester about sixteen miles, and lies from the north-east point of Big Tancook, six and a half marine miles. It measures from north to south, $103\frac{1}{2}$ rods, and its greatest width is 47 rods and 15 links. The highest part is about forty-three feet above high water, and the height at the lighthouse a little more than twenty-three feet.

The writer had long wished to visit this outlying lonely isle. On the 15th of June, 1876, he met at Chester, Walter Pearl, a worthy old resident of Big Tancook, who kindly offered to take him there. We sailed to Tancook that afternoon, and leaving

the next morning at six o'clock, rowed three miles to Blandford, from whence, after a brief delay, we pursued our voyage to Iron-bound Island, where we dined in the lighthouse on sundry substantials, among them a massive "plum-duff," prepared by Mrs. Young, the keeper's good wife. Thus refreshed, we went on towards Green Island, sailing and rowing alternately. On reaching our destination, great care had to be taken to avoid being upset, as there was a run, or race; that is, "a strong ripple, a tossing, breaking sea, when there is anything of a swell on." Mr. Pearl stood facing the bow, and watching his chance when the waves were nearly spent, had to be quick with his oars. A long-handled hook, held on shore by his son Albert, the light-keeper, helped to steady the boat and give us a dry landing. We were very fortunate, as visitors have been obliged to return after repeated attempts to get on shore.

The island comprises about thirty acres in all, and is destitute of trees or shrubs, twenty-five and a half acres being covered with very short grass and sorrel. Under the grass there is a brown turf, from six to eighteen inches deep. Beneath the turf there is about an inch of whitish clay, over hard rock, chiefly slate. The turf is almost completely honey-combed, even close to the lighthouse, with the holes or resting-places of "Mother Carey's chickens" (stormy petrel), of which there are countless numbers. Their noise is distinctly heard in walking over the island, and they sometimes fly out as the disturber approaches. They generally remain in the holes during the day, leaving them at dusk, when they seem to fill all the surrounding space. Their size is nearly that of a robin; color, blackish, marked with white close to the tail. They live chiefly on squid, shrimps and other fish found on the shore. Attracted by the light, they often fly against the lantern, as the writer heard, while resting under it for the night.

"The sea-bird wheeling round it with a din
Of wings, and winds, and solitary cries,
Blinded and maddened by the light within,
Dashes himself against the glare and dies."

A large Newfoundland dog, owned by the keeper, maintained himself in good condition by scratching out and devouring the occupants of the holes referred to. These birds visit the island about the 15th of April, and leave about the middle of October. They come and go gradually, taking in all about two weeks. The strong smell they cause is plainly perceived some time before the island is reached. The keeper said that this and the loneliness of his position were affecting his health.

Haliburton says, that on the American coast these birds are called Mother Carey's chickens, after a celebrated New England witch of that name; and they are said to have derived their designation of "petrels" from St. Peter, on account of their singular habit of running upon the water.

Pennant relates, that the inhabitants of the Feroe Islands make them serve the purpose of a candle, by drawing a wick through their mouth and body; which being lighted, the flame is fed by the fat and oil of the body.

A writer describing the Washington Museum says: "You will see the little bird with the wick pulled through his fat body, serving as the luminary of some arctic igloo."

One of these birds, nicely mounted, and some eggs, were kindly sent to the writer by the keeper, Mr. Pearl.

There is only about seventy feet of gravelly beach on the island, the sea being elsewhere met by rocky cliffs. Table-shaped masses of slate perfectly smooth extend in a gradual ascent for about two hundred feet from the shore, and are fifty feet or more across, separated by narrow fissures, at the bottoms of which are veins of quartz, of about the same width as most of those at the Ovens, and about four inches apart. On the shore below these slates are others of great thickness, in a level position, grooved by the combined action of sea and storm. Only two pieces, or boulders, are seen—one at the south-west landing, and one farther southward.

The Dominion Government erected a lighthouse on the island in 1873, at a cost of about \$1,800, with \$1,600 additional for illuminating apparatus and oil tanks. The lantern is ten feet in diameter, having twelve squares of glass. The light is said to have been seen from Sambro—twenty-four miles.

Seven coast lights are in sight from the balcony. On a clear day the spire of the old Methodist church at Lunenburg could be plainly seen.

It was of course necessary to provide the inhabitants of the island, Albert Pearl, wife and seven children, with pure water. That which was found at a depth of three feet was of a reddish color and brackish taste. To secure a good article, the Government built a brick tank, covered with hydraulic cement, and holding one thousand gallons. This tank received the rain water from the roofs of the buildings, and it was filtered by two iron sieves, passing through charcoal and sand. The supply lasted about seven months. In the winter, snow was often melted for making tea.

The only landing-place was a small natural inlet, situate at the northern extremity of the island. A bar of solid cliff, about seven feet high, lay across the middle of it, at half tide, with only a small crevice at its eastern side, barely deep enough to admit a rowboat at the same tide. The upper part was filled with large loose rocks; in the outer part lay two sunken rocks. These were found to be extremely dangerous in landing. The matter was brought to the notice of the Minister of Marine, and money was granted for improvements. The work began in the summer of 1874, and was continued, as smooth water would allow, until completed, in the fall of 1878. It was performed by the keeper and his assistant. A large quantity of powder and dynamite were used in blowing out the cliff.

A more lonely place for a residence can hardly be found on this coast. Mr. Pearl said he had lived there for over two years, and that during that time the Government steamer had twice landed stores; that, besides his father and brothers, and fishermen passing occasionally to and from their nets, the writer had been the only visitor.

He referred to the deprivation of church services and educational privileges, and said, with a smile, that he was never called upon by agents for sewing machines and other modern improvements.

A cow had been taken to the island, but seeming ill-satisfied

with the change thus made in her life, she tried to get into a boat leaving for Tancook, and persisted in the attempt till beaten back by the waves. She followed the keeper and the writer around the island as if she thought we must be going away from it and was determined to accompany us. He said he would have to exchange her for goats.

A man in Mr. Pearl's situation should be very handsomely remunerated for his services, especially one so intelligent and so capable of rendering valuable assistance in cases of distress as he is.

On returning from the island the fog was very thick. The old man placed his compass on the seat in front of him, and, using his spectacles, set his course for the eastern head of Tancook, which was made exactly, and in an hour and forty minutes. Rounding the point, Mrs. Pearl's hospitality was again extended, and in the afternoon we returned to Chester. This was the last the writer saw of his kind old friend, and he was grieved to notice in the *Morning Chronicle*, of April 11th, 1882, the following account of his death :

"Several days ago, Mr. Walter Pearl, aged 65, and his youngest son Benjamin, aged 35, left their home at Tancook, in a centre-board squid boat, for Mason's Island to obtain manure. About ten o'clock they were returning, and when half-way across Chester Bay the boat was seen to disappear. It is supposed that, as she was probably heavily laden, she sprang a leak and sank. The old man has seven or eight children living, and the son, a wife and three children"—a striking instance of "the changes and chances of this mortal life."

THE TANCOOKS.

The largest island, commonly called "Big Tancook," is about seven miles from Chester, and near to another island known as "Little Tancook." It is three miles long and one mile wide. Its original name was Queen Charlotte's Island, and it was granted to Patrick Sutherland, Esquire, but was escheated for non-performance of the conditions imposed.

On the 19th of December, 1792, a grant was passed which

gave to John Henry Fleiger, and George Grant, the two Tancooks and Starr Island, adjacent, as follows: To Mr. Fleiger the western part of Great Tancook, bounded as in the grant described, and comprising 279 acres; also the north-eastern half of Little Tancook, as described, containing fifty acres, and the whole of Starr Island—one acre—in all, 330 acres. To Mr. Grant was given the eastern part of Great Tancook, as described, 280 acres, and the south-western half of Little Tancook, fifty acres—in all, 330 acres: “the whole of the said islands being wilderness lands, and now granted agreeable to a former promise made by the late Lieutenant-Governor.”

A memorandum as follows, dated June 11th, 1788, is annexed to the original plan of the islands:

“Great Tancook Island contains 550 acres of land. It is in general good hardwood land—beech, birch, and maple, and some oak, and ash. There are several small rivulets and springs, which afford good water. It has no harbor, and water is shoal on the Mahone Bay side, so that there is no anchorage within two hundred yards, even for small schooners.

“Upon a moderate calculation, there may be about ten thousand cords of wood, and some timber trees for building.”

In 1821, the bay was frozen from Chester to Tancook, and loaded teams passed between the two places. Frederick Clattemburg, who lived at East Chester, left Chester late in the afternoon, and was found the next day lying dead between the Tancooks. It is supposed that he became fatigued, and was unable to reach the island.

During this winter persons skated from Zink's Point, near Chester, to Tancook; and from thence to Murderer's Point, Winter's Island, and Young's landing near Lunenburg. The ice is described by one of the skaters as having been very thick and as smooth as glass. Vessels belonging to the county were at anchor outside of Green Island. This happened on Friday, and on the following Tuesday the bay was free from ice.

Puncheons of molasses and barrels of flour were hauled in 1846 from Aspotogon to Blandford, and thence on the ice to Chester. Lot Church went to Tancook, March 28th, and to

Blandford, April 7th, with a horse and sleigh. In February, Charles Lordly, Esq., had goods hauled from Shoal Cove by three pairs of oxen and two horses. The ice was cut with axes to a depth of two feet without finding water. In March, John Corkum hauled hay with oxen from Tancook to Chester; and on the 15th of April, hay was hauled from Nass's Island to Chester. Once since then, persons left Tancook intending to go to Chester, but when they reached Mark Island, near the latter place, they were obliged to return owing to an opening in the ice. On the 17th of February, 1875, John Pearl and sixteen others walked over the ice-bound bay from Tancook to Chester in one hour and forty minutes. Of late years the winters have been much less severe, and the ice has not been sufficiently strong to admit of travelling over it, except for short distances.

Haliburton wrote, in 1829, "The great Tancook is settled, and contains thirty families, who derive their subsistence wholly from tilling the land."

The population in 1845 was 310; in 1871, 496; in 1881, 572; and in 1891, 570. These figures relate to Tancook as one of the thirteen districts named in the census returns, and not to Big Tancook alone. On this island there were seventy children attending the public school in 1845. In 1895, the population of the same island is about 465, with 120 children attending school. There are 119 voters on the island, and 130 in the polling district. The voters living on the Tancooks, Iron-bound, and the Sand islands, elect one of the municipal councillors.

The island of Little Tancook is half a mile from Big Tancook, and is about three-quarters of a mile long and half a mile in width. It has fifteen families, and a school attended by about eighteen children during half the year.

"The Baptist Church on Tancook was constituted in 1855, but its foundation was laid in the labors of Rev. Joseph Dimock."

The following have been resident ministers: Revs. Nelson Baker (a native), Shaw, De Long, Foster, Whitman, Bentley, Huntley, Arthur Baker (son of Nelson), Parker, Gullison, Henderson, Marple and Porter. Revs. Dr. Welton, I. J. Skinner and others have from time to time visited the island.

A breakwater was built at Big Tancook in 1872. It is 190 feet long, and 30 feet wide, with a key 60 feet long, at an angle from the head, and cost \$4,000, one-half granted by the Dominion, and half by the Provincial Legislature. The commissioners were George W. Richardson, and Albert Pearl, Esquires. In 1885, \$2,500 was voted for repairs.

Great numbers of wild-fowl have been killed about the Tancooks. It was reported that two thousand were shot by two or three men in 1864.

The Tancook people, having excellent land, which yields plentiful crops, coupled with facilities for fishing, have advanced in prosperity, and many of them are independent.

Big Tancook is the birthplace of Hon. C. E. Church, M.P.P., Commissioner of Public Works and Mines.

The Tancook boats are noted for their fine qualities, and the men for the ability with which they handle them in rough weather. The following is from the *Progress*, June 20th, 1894: "A whaler, built last winter by Mr. Amos Stevens, of Tancook, was recently bought by the officers of the Royal Engineers, Halifax, for the sum of \$300. She will become a member of the Nova Scotia yacht squadron. Last year Mr. Stevens sold one to the officers of the Royal Artillery. She sailed a number of races last summer, several of which she won. She has sailed but one race so far this season, coming in an excellent third."

QUAKER ISLAND.

Quaker Island, a little over a mile from the town of Chester, received its name from the circumstance that a number of Quakers emigrated from New England, and wishing to prosecute the whale fishery, were anxious to purchase it and make it headquarters for fitting out their vessels. Having been unable to secure it, they abandoned the scheme and returned home. A very fine view of Chester and the bay is obtained from the highest point of the island. The shore fronting the town is formed by a shelving sand beach, on which shells are found. A lighthouse, to give a harbor light, was erected on this island in 1883, and is kept by Mr. William Whalen.

Many years ago, Henry Heckman, who lived in Chester, went to Lunenburg on business, returned over the frozen bay, and when near Quaker fell in among ice cakes. He reached the shore, where his dead body was found by the late John Cole.

CLAY AND SAND ISLANDS.

Clay Island, a short distance from Quaker Island, furnishes superior material for brick-making, and Mason's Island, near Tancook, supplies builders at Halifax and other places with sand of good quality. Thousands of bushels of gravel are obtained for garden walks in the city, and some of it is used in the public gardens there.

One of the islands which serve as breakwaters to the harbor of Chester, was originally called Nancy's Island. It is about a mile from the town. A Mr. Bethel once lived on it. John Wendel Nass, who was born at sea on passage from Germany, became owner of it, and there brought up a large family. About the year 1823 they were thrown into deepest mourning. The mother, daughter and sons were at home, except two of the latter (Joseph and David), who had gone with their father to the western shore. One of the sons, Mathias, had become somewhat deranged in mind. Though he was occasionally the cause of trouble, and had the family sometimes in great fear, he did a share of the labor required, and in the forenoon of the day to which this sad story refers, seemed well and was engaged in farm work. Those about him had little idea that anything dreadful was so soon to happen.

Thomas, then in his fourteenth year (now the only survivor of the family, residing at Chester, and in his eighty-fifth year), and his brother Benjamin were getting stones to place between the poles of a water-fence. George, the eldest brother, aged 18, was twisting a withe around two of the stakes, and was struck by Mathias on the back with a heavy crowbar and instantly killed. A second brother, Benjamin, was also killed by a blow on the head with the same implement. Thomas was pursued by Mathias and escaped into the woods. Mathias returned and dragged the dead bodies into the water, and then disap-

peared. When the boat of the absent father and brothers neared the island, Thomas hailed them and told them to hasten, as Mathias had murdered two of his brothers. He was searched for and found behind the barn. Though it was done with much difficulty, he was captured. One of the brothers so engaged was in height six feet and three inches, and the other, six feet and one inch, and both were of great strength. The struggle must have been desperate on the part of Mathias, who was also tall and strong, as his captors were roughly handled, and one of them had both eyes badly blackened.

This slayer of his brethren was a very fast walker. He left Chester once at earliest dawn on a summer morning and walked to Halifax. There he was met in the street by Timothy Smith, of Chester, who found him much overheated from his rapid travelling. He dined with Smith on board his vessel, and said he must get home again that night. He accomplished the whole journey before the morning of the next day.

Had there been then, as there is now, a suitable place in which to "minister to the mind diseased," this and other tales of sorrow might not have been written.

In this Nass family there were nineteen children. The father, his eldest daughter, and Thomas, above referred to, the youngest son, all had for their birthdays the 7th of June. Mr. Nass was a wealthy man. He owned a number of islands and a large part of the town plot of Chester.

CHAPTER XXVI.

Blandford—Bayswater—Aspotogon—Deep Cove—Mill Cove—Fox Point.

THE first inhabitants of Blandford were Irish people, named Murphy, Carroll, Hollehorn, Keating, Fannen, Riley and others. They lived on both sides of the peninsula; made fishing their occupation in summer, and spent the winter in cutting cordwood. The foundations of some of their huts can still be traced.

The following is taken from Governor Franklin's return, January 1st, 1767 :

BLANDFORD.

41 Men.	22 Irish.	4 Schooners & sloops.
19 Boys.	11 Americans.	508 Quintals dry codfish.
19 Women.	3 Oxen and bulls.	1109 bbls. salmon, mackerel, etc.
16 Girls.	8 Cows.	1 bbl. of oil.
72 Protestants.	10 Young neat cattle.	
23 Roman Catholics.	60 Swine.	
62 English.	18 Fishing-boats.	

In or about the year 1809, persons belonging to the families of Publicover, Seaboyer, Misinger, Zink, Gates and others, at Rose Bay and Lunenburg, purchased land from Hon. Mr. Cochran (who had obtained a grant from Aspotogon southwards), and removed to Blandford. The first German settlers at Sandy Beaches, on the eastern side of the peninsula, were Richard, and Knickle, who went thither from Lunenburg.

By an Act of the Legislature, passed in 1865, Sandy Beaches, North-West Cove, South-West Cove, Coleman's Cove, and Aspotogon Harbor, on the western side of St. Margaret's Bay, were all included under the appropriate name of "Bayswater." White sand of finest quality, for sanding floors, is taken from Sandy Beaches. It is so used in part of the Hospital for the Insane at Dartmouth.

The inhabitants of the peninsula retain the primitive simplicity and warm hospitality of their forefathers.

It is asserted that a ship was once wrecked at Herring Cove,

on the south-east point of Blandford; that the sailors, having escaped to the shore, left some women on board, who perished; and that a loud noise frequently heard, as if proceeding from a horn blown with great power, is connected with the above incident. It is well known, however, that in many places on the coast there are holes worn in the rocky cliffs, through which the sea dashes and the wind roars with tremendous force, the noise of which probably gave rise to the superstition referred to.

H. S. Poole, Esq., visited Blandford, and wrote: "At Blandford, strong bands of ironstone slate were visible for some distance in the banks of the shore, with a moderate dip of 20° N. and strike N. 80° W. Diluvial scratches, or striæ, were very visible on the surface of the rocks, bearing S. 30° E. The rock was of a dark blue color, with a good deal of copper pyrites running through it. It might be worth while to make search for a copper lode at this place."

The brothers Revs. James, and Charles J. Shreve, successive rectors of Chester, held occasional services at Blandford.

The first resident clergyman was Rev. Richard Payne, an Englishman, who commenced his work there June 19th, 1859. He had been curate, and a most efficient teacher of the Grammar School, at Chester.

He died at Blandford, in February, 1877. Two churches were built during his incumbency—"All Saints," at Bayswater, in 1865, and "St. Barnabas," at Blandford, in 1867. These churches are on opposite shores of the peninsula, and about two miles apart.

Mr. Payne was succeeded by Rev. John Manning, who resigned in 1884. Rev. Edward Roy took charge in June, 1885. Revs. Wm. A. DesBrisay, Edward Softley, and Alfred A. V. Binnington have officiated for short periods. Rev. Frank W. M. Bacon took charge July 1st, 1895.

A chapel school-house was built at North-West Cove, in 1882.

MILL COVE AND FOX POINT.

Between Bayswater and the post-road to Halifax, lie the settlements of Mill Cove and Fox Point, inhabited by persons

who chiefly depend on the produce of the fisheries, sometimes doing well, and at other times meeting with reverses.

Mill Cove is four and a half miles, and Fox Point two and a half miles, from Hubbard's Cove.

A church named "St. Mark's," was built at Mill Cove, in 1889.

ASPOTOGON.

Aspotogon rises on this peninsula to a height of between four and five hundred feet, and is a noted landmark to navigators.

From a boulder referred to by Mr. Poole in his Geological Report, one of the most extensive views in Nova Scotia is obtained.

He wrote, "The summit of Aspotogon, I found by aneroid, was 450 feet (mean of ascent and descent), and wherever the rock was visible, it showed hard ironstone slate, bearing S. 80° W. Granite boulders were frequently passed, and on the very summit was a large triangular mass, upwards of eighteen feet on every side."

"Aspotogon, the highest land on the south shore of Nova Scotia." Such is the usual reply to the traveller's inquiry, "What is that blue hill away over there?" In clear weather it can be seen from many parts of the county, and with the beautiful blue distance tint so much admired by artists.

Near the base of Aspotogon, on the west shore of St. Margaret's Bay, is a miniature harbor, called the "chimney corner," from the position of the rocks which form the entrance. There is a granite boulder in the vicinity, of about forty tons' weight, which formerly rested on three smaller boulders on the side of the cliff. After several vain attempts, it was at last dislodged by fishermen, and rolled down into the water.

DEEP COVE.

There is on the Blandford side of the peninsula an arm of the sea which runs up to the base of Aspotogon, called "Deep Cove," about a mile long, the water of which, at the head, is of sufficient depth for a large ship to lie close to the shore. It

is here about nine hundred feet across, and of varying width to the mouth. The road to Blandford passes between this deep water and the western end of Aspotogon, and presents from its small breadth a somewhat dangerous appearance to the traveller. A solid bridge, with massive iron supports, has been recently placed there. No difficulty is, however, experienced, except when the road is very icy. Hundreds of tons of stone have rolled down the face of Aspotogon, which is covered with "destruction's splinters," suggesting from their position that, in the words of the poet, they had been

"In nature's rage, at random thrown."

A tourist, who was in this very interesting part of the county under most favorable circumstances, says:

"To see Deep Cove in all its glory, one must be there in the early morning or evening. Starting at 4 a.m., I climbed the steep path that leads to the summit of Aspotogon; on either side, dark spruce trees and tangled bushes marked the course very plainly. Here and there some giant trees, unable longer to stand erect against the winter's gale, had fallen prone across the path, and the occasional whine of the partridge, startled by the unusual intrusion, reminded one that this would be a paradise indeed for the sportsman. After a long struggle I reached a table-land overlooking the bay, from whence, if possessed of a good nerve, one can look down a sheer precipice of some hundreds of feet into the cove beneath. One glance around banishes all feeling of fatigue. Looking toward the mountain, one sees the dark background of the evergreens intersprinkled here and there with the gay, lighter tints of the deciduous trees.

"There is promise of greater beauty in the autumn, when the finger of the frost king shall transform them to scarlet and gold; and above, on the summit, the slanting rays of the morning sun are gilding the lighter feathery fringe of the Hackmatack. Turning about one gazes upon a magnificent panorama. There, spread out beneath, lies beautiful Mahone (or Chester) Bay, dotted in all directions with its hundreds of islands. Not a breath of wind disturbs the surface, and every islet is repro-

duced in shadow in the adjoining water: whilst, far away on the western shore (ten miles at least), the steam from the mill at Gold River rises into the morning air like a pillar of cloud. The sun is not yet visible over the mountain, but looking down upon the cove beneath, one sees that every tree and tiny leaf upon the mountain-side is clearly and faithfully mirrored in the silent depths below."

The "close covered with water," called Deep Cove, was granted July 6th, 1799, under the great seal of the Province, to Thomas, James, and William Cochran, and was described as follows: "The waters round Deep Cove, in Mahone Bay, to wit: the water and the land under the water, or the shore of Deep Cove in Mahone Bay, beginning at the extreme point or head at the entrance of said cove or harbor, until it shall come to the other extreme point or head at the entrance of said cove or harbor, and measuring all round said cove, directly into said cove or harbor, one hundred feet from the high-water mark or line." The premises so described, "together with the fishery and liberty of fishing, commonly called Deep Cove fishery," were conveyed by deed, November 5th, 1838, to John Meisner and John Seaburg.

The Supreme Court of Nova Scotia, in Easter Term, 1842, held, in a judgment delivered by Hill, J., touching right of fishery in Deep Cove waters, that "the Crown cannot grant the waters of a navigable arm of the sea, so as to give a right of exclusive fishing therein." The learned Judge said, the Crown "might as well grant the air around the Cove."

Deep Cove has long been a place of resort for fishermen, and there are many small lodging-places which they occupy while there. Mackerel have frequently visited it in great numbers. In 1852 there were so many in the Cove that they smothered and died. In every seine that was shot they lay dead at the bottom. As many as would fill twenty barrels would rush together against the rocks on the side of the Cove, and be killed. "Every time," said a fisherman, "I put out my oars, I put them on their backs. We dipped a seine-boat full with dip nets, between the nets that were set in the Cove." It was estimated that there were about ten thousand barrels.

CHAPTER XXVII.

New Ross—Its Settlement by Disbanded Soldiers—Rations allowed—
Churches and Clergymen—Settlement at Sherwood.

NEW ROSS Settlement was formerly called Sherbrooke, after Governor Sir John Coape Sherbrooke; but as great inconvenience was caused by two places in the Province bearing this name, the one now under consideration was changed to "New Ross," during the administration of Lord Mulgrave, in honor of his Lordship, whose second title was derived from the town of New Ross, in Ireland.

A large part of the information here given is from a journal kept by Edward J. Ross, Esq., who died at New Ross, April 6th, 1894, aged seventy-eight years.

New Ross Cross, where the roads to Lunenburg, King's, and Annapolis intersect each other, is fifteen miles from Chester Basin, twenty-six miles from Kentville, and twenty-eight miles from Windsor. "The Grant" is four miles, and the "Dutch Settlement" ten miles, from the Basin.

From the Cross there is a charming view of Gold River, and Lake Lawson, into which it empties, while not far from Rose Bank lies the pretty Lake Darling.

New Ross is a truly pastoral settlement, where much enjoyment can be had by those who like to get away for a time from town or city life. It has good hunting-grounds, and lakes and streams for fishing, and, best of all, a kind and warm-hearted people.

In 1816, the Earl of Dalhousie was Governor of Nova Scotia, and took a deep interest in agricultural matters.

"The tract of land which lies between the south shore and the Cornwallis and Annapolis valleys, was then almost a *terra*

incognita. Its only denizens were the moose, caribou, bear, and other wild animals, and a few Micmac Indians, of whom the family of Penalls appeared to be chief. The Earl thought that, with his paternal care, and the assistance of a united body of settlers, this wilderness could be made 'to blossom as the rose,' and he persuaded Captain William Ross to take charge of the skeleton of the regiment of Nova Scotia Fencibles, and undertake the arduous task of clearing the forest upon a sterile soil. Captain Ross had been a Lieutenant in the 16th Regiment of Infantry, stationed in Canada, and exchanged for a captaincy in the Nova Scotia Fencibles, which was under orders for Halifax to be disbanded."

Some of the settlers, including Captain Ross and family, when on their way to Halifax, in the *Archduke Charles*, were wrecked in the Gut of Canseau. On their arrival, in another vessel, they were most hospitably entertained by the late John Lawson, Esquire, and from him the lake near Captain Ross's residence was, in gratitude, named "Lake Lawson," while as a further mark of respect, the first white child born in the settlement, being a son of Captain Ross, received for one of his Christian names, Lawson. The Ross family previously suffered shipwreck in 1812, off the Tuskar rock, south coast of Ireland, at which time the works were in progress for the erection of a lighthouse. Captain Ross's eldest son, William Henry, was saved (by workmen on the rock) in companionship with a monkey, both being tied in the same bag. A son, afterwards born, received as one of his names, Irlam, in remembrance of the ship which then perished.

"On the 7th of August, 1816, Captain Ross, having arrived at Sherbrooke with 172 disbanded soldiers, cut down the first tree, probably the first ever felled by him. It was a rock maple, and at the request of the Earl of Dalhousie, he sent the butt junk to Halifax. His Excellency had a dozen egg-cups made from it, and beautifully rimmed with silver. A dining table and a mounted egg-cup, made from the wood of the same tree, are still preserved at New Ross, as are also a drawing by Captain Ross of the house built by him—the first one erected in

the settlement—and the whip-saw used in cutting out the boards.

“For three years all went on satisfactorily. The disbanded troops were amply provided with rations, and ration biscuit, ration beef, and ration pork supplied the rational wants of the new settlers, while ration rum, arriving in puncheons, kept their spirits from flagging. The number of settlers was increased by disbanded soldiers of the 60th or German legion, who had seen active service on the Continent of Europe, under the great Napoleon; by some of the Newfoundland Fencibles, and a straggling few from the 1st and 14th Foot.

“As long as the rations continued to arrive, it was all ‘high day, and holiday, and bonfire night.’ There were no roads in those days, and the only method of conveying the much-coveted rations from the sea-shore at Chester to the expectants in Sherbrooke, was either on sledges in the winter season, or on horse’s backs or men’s shoulders in summer.

“Sometimes, when the supplies were long in coming, there would be almost mutiny in the camp; the soldiers would use strong adjectives to the sergeants, and the latter would indulge in earnest remonstrances to their superior officers.

“But the three years expired, and one fine morning the unfortunate settlers awoke to the fact that their daily rations were among the good things of the past, and that for the future they must depend solely on their own resources. Some left in disgust, threw up, sold for a trifle, or deserted their claims. Others manfully stemmed the torrent of privation and poverty. A few had their little cabins burned, and sought assistance from the charitable to repair their losses.”

Captain Ross, and Paymaster Wells having settled on opposite sides of Lake Lawson, they had a code of signals by which they communicated with each other—now in possession of James S. Wells, Esq., New York.

A proposed road from Sherbrooke to Kentville was deemed impracticable. At length a line was blazed, and Mrs. Wells, wife of Paymaster Wells, went through on horseback. The

feat of this daring horsewoman having been reported at headquarters, money was supplied and the road made.

On the 22nd day of December, 1819, a grant from the Government passed to Captain Ross and sixty-seven others, as follows:

“NOVA SCOTIA.

“(Royal Arms.)

“(Signed) DALHOUSIE.

“GEORGE THE THIRD by the Grace of God, etc.,

“Greeting.

“To all to whom these presents shall come :

“Know ye that we, of our special grace, certain knowledge, and mere motion, have given and granted, and by these presents for us, our heirs and successors, do give and grant, unto Captain William Ross, and sixty-seven others of the disbanded troops, thirteen thousand acres of land, situate, lying, and being on both sides of the new public road leading from Halifax, through Hammond's Plains to Annapolis, to be divided among them in the following proportions, to wit: unto the said Captain William Ross, eight hundred acres; Captain John Evans, eight hundred acres; Lieutenant Edward Enwright, five hundred acres; James S. Wells, five hundred acres; Quartermaster - Sergeant John Hunt, five hundred acres; Samuel Steele, three hundred acres; Sergeant-Major James Brown, three hundred acres; Sergeant Joseph Gates, three hundred acres,” etc.

Minerals were reserved to the Crown, and the land granted was subjected to a yearly quit rent of two shillings sterling for each one hundred acres after the expiration of two years; three acres were to be worked in five years for every fifty granted; three neat cattle were to be kept for every fifty acres of barren; one able hand was to be kept for three years in cutting wood, clearing, or digging stone quarries for every fifty acres of rocky land; and if the soil was fit for the purpose, a proportionable part was to be sowed with hemp or flax.

The following was published in the *Gazette* in the latter part of 1816, or the beginning of 1817 :

"To the Editors of the 'Gazette' :

"In July last (say, 1816), when the Newfoundland and Nova Scotia regiments were disbanded in Halifax, lands were offered by the Government to such of the officers and soldiers as were disposed to cultivate them and remain in the Province; and also agricultural implements and provisions. Forty-three persons, who had belonged to the above regiments, immediately set out for the County of Lunenburg, and by great and persevering exertions have formed in it an interesting, friendly, and happy settlement, and have given to it the name of 'Sherbrooke,' in compliment to our late very worthy Governor. The following verses, dedicated to William Ross, Esq., late of the Nova Scotia Regiment, are the hasty effusion of John Harris, Esq. (surveyor), who lately visited the settlement, and was much gratified to witness the improvements made there.

"A. B."

ROSE BANK.

WELL nigh upon six thousand years
Obscure this maiden country lay,
Till Sherbrooke deign'd to pierce the gloom,
And give its beauties to the day.

Since ancient Noah's time of old,
When earth and air absorbed the flood,
This pleasant stream has onward rolled,
Obscurely murmuring through the wood.

All-bounteous nature strewed the seeds,
And bade the waters wash them down,
And all the margin of the shore
With grass and fragrant roses crown.

And fate decreed in time of yore,
That Ross should nurse the rising fame
Of Rose Bank,* on that water's shore
So fondly called by Lawson's† name.

* Captain Ross's residence.

† Name of Lake.

Ha ! whence that voice which loudly calls,
And strikes the air with keen surprise ?
The lowing kine from Rose Bank's stalls,
Ha ! that's the source whence wealth must rise.

From Sherwood's lodge * to Sherbrooke's lake,
The hardy sons of war are found ;
Here they their peaceful dwellings make ;
Here herds and flocks shall graze around.

Oh, while they cultivate the soil,
May sacred friendship bear the sway,
Ameliorate their daily toil,
And plenteous crops their cares repay.

The Governor conceived a warm attachment to Captain Ross and family, and bestowed upon them many substantial tokens of regard. He presented to Miss Mary Ross, a handsome piano (Broadwood, London), the first one brought into the township. It was carried from Chester Basin to Sherbrooke by four stalwart soldiers, and is still in the house of George Ross, Esq., at Rose Bank. Whenever business called Captain Ross to Halifax, the Governor insisted on having him as his guest.

Captain Ross was the first Justice of the Peace appointed at Sherbrooke. Many are the tales of hardships undergone in the early settlement of the place. Strong arms and brave hearts were required to face the difficulties of the new position. Henry Windrow, father of George H. Windrow, Esq., was once nearly lost in the woods, and lived for eight days upon berries and such other food as nature provided.

"When the settlement was formed, the Earl of Dalhousie promised the settlers a direct road to Halifax, a distance of forty-two miles, through Hammond's Plains. In the autumn of 1821, Captain Ross visited Halifax, and after reminding the Governor of his promise, undertook, with an Indian as guide, to locate the road through the pathless forest. They got benighted in the woods, and were overtaken by a violent rain-storm. The captain lay all night exposed to the fury of the elements, with naught but a wet log for his pillow. He was

* Captain Evans' residence.

taken very ill and had to remain for a few days at Sherwood Lodge, his sickness culminating in violent disease, from the effects of which he died at Halifax, May 2nd, 1822, leaving his wife, with a young family, to buffet the world, thousands of miles away from her relatives and native land. Captain Ross's remains were interred, with military honors, in the old St. Paul's burial-ground, near Government House." Mrs. Ross, who was born in "that beautiful city called Cork," as were also her husband and their daughter Mary, died at her son's residence in New Ross, July 31st, 1876, aged ninety-two years. In her eighty-ninth year, she gave a touching account of some of the hardships she had passed through, ending it with these words: "Thanks to my heavenly Father, I have outlived it all, and am able, at the advanced age of eighty-nine, to write this sketch for you."

Many were the long lonesome walks she had to Chester, for horses were scarce in those parts then, numbering only two—one belonging to the parson at Chester, and a one-eyed mare owned by the innkeeper. Old Charlie Greenland, a venerable relic of "Boney's" guard, afterwards obtained a sort of non-descript nag, which was in great request, and often bore on his back ladies of high degree—among others, Miss Nancy Prescott.

George Ross, Esq., son of Captain Ross, remains at New Ross, and cultivates the paternal acres of Rose Bank, on the borders of the lake "so fondly called by Lawson's name." His brother, the only other family survivor, Henry Lawson Ross, resides in the United States.

None of the original grantees are living. Among the oldest people who died were Mrs. Keizer, aged 96; Robert Russell, 84; Christopher Boylan, 81; Edward J. Ross, 81; James Lantz, 81; Benjamin Lantz, 78.

John Kiens, Quartermaster 5th Battalion, 16th Regiment, came to Sherbrooke with the troops under Captain Ross. He was grandfather of Mrs. Henry C. Barnaby, of Bridgewater, who is the daughter of Mary Kiens, formerly Mary Ross, to whom the Earl of Dalhousie gave the piano already mentioned, and who died September 25th, 1850.

Among the pioneers of the improving Glengarry settlement, which is two miles from the Cross, and a little south of Lake Darling, were Patrick Skerry, Christian Clements, Lawrence Price, Charles Meister, F. Lees, and Lewis Gaspard.

SHERWOOD.

The settlement of Sherwood was included in the same grant with Sherbrooke, Captain John Evans, the father of the late Charles Evans, Esq., of Chester, having been in charge of the district, which is situated ten miles nearer Halifax on the old military road. Captain Evans was born in Manchester, England, and held commissions from His Majesty King George III., in the 35th and 81st Regiments, in the Royal Liverpool Volunteers, and the Royal Newfoundland Fencibles. Lieutenants Enwright, Harris, and Beatty went to Sherwood with Captain Evans. Sergeant Hazlitt, one of the settlers who was going to Sherwood from Chester, was found under a tree frozen to death. Sherwood is now known as the Levy Settlement.

Governor Lawrence, a military man, in writing to the Lords of Trade and Plantations, and referring to the settlements made by disbanded troops, gives the following as his opinion: "According to my ideas of the military, which I offer with all possible deference and submission, they are the least qualified, from their occupation as soldiers, of any men living to establish a new country, where they must encounter difficulties with which they are altogether unacquainted."

THE CHURCH OF ENGLAND AT NEW ROSS.

Services were conducted by lay readers and others for several years, with an occasional visit from the Rector of Chester.

The first sermon preached in New Ross was by the Rev. Charles Ingles, in the house of Captain Ross, from the appropriate text, Isa. ii. 4: "And they shall beat their swords into ploughshares."

The first church was erected about 1824, and received the appellation of Christ Church. The mission ceased to be an outpost of Chester in 1854, when Rev. Thomas D. Ruddle, M.A.

(T.C.D.), became the first resident clergyman. His successors were Revs. Walter S. Gray, David C. Moore, Philip H. Brown, Joseph Norwood, H. W. Atwater, and Wm. H. Groser.

Mr. Groser was succeeded by Rev. E. T. Woollard in July, 1889. He resigned in October, 1893. Rev. Charles De Wolfe White, B.A., took charge in July, 1894.

The new church was consecrated September 25th, 1879, and the old name was retained. It is 26 x 60 feet, and the chancel 18 x 26 feet. It was commenced by Rev. J. Norwood, with Mr. Joseph Skerry as builder. Some work was done by Rev. H. W. Atwater, and the building was completed by Rev. W. H. Groser. The rectory was commenced in 1864, by Rev. D. C. Moore.

The first school was conducted by James S. Wells, Esq., a retired naval officer. Mrs. Wells collected quite a sum of money from Halifax friends in aid of the building fund for the church.

Rev. William H. Groser, son of Thomas W. Groser, who came to Brooklyn, N.Y., from Jamaica, and great-grandson of General Sir John F. S. Smith, H. M. Forces, was born in New York, May 24th, 1845. He was educated at St. Stephen's College, Annandale, N.Y., graduated M.A., was ordained in 1871 by the Bishop of Nova Scotia, and was curate at St. Margaret's Bay till November, 1879, from which date until his death, March 26th, 1889, he was Rector of New Ross. Much of the work on the exterior and interior of the new church (commenced by Rev. J. Norwood) and on the grounds adjoining was done by Mr. Groser. He was a very zealous clergyman—of great perseverance in all church work. The congregation was largely added to during his ministry. He was greatly beloved, and sincerely mourned by his flock. On the 28th of March his mortal remains were interred, in the presence of an immense concourse of people of the different denominations, close by the church where he had performed so many labors of love. He left a widow and an adopted daughter.

Mr. Groser's brother, Rev. Charles E. Groser, sometime curate at Lunenburg, who was ordained by Bishop Whipple, of Minnesota, is now the Rev. Canon Groser of Beverley, West Australia.

A Roman Catholic chapel was erected in 1827-28. It was named "St. Patrick's."

Rev. John Laughlin was then the visiting priest. His successors were Revs. Dempsey, Lawler, Kennedy, Power, Holden, Lovejoy, McCarty, Brown, Kennedy, Walsh, and Doody.

A new chapel was erected on the site of the old one in 1877. Rev. P. H. Holden was then priest in charge.

Rev. Joseph Dimock, of Chester, was the first minister who preached to the Baptists at New Ross.

Eleven members left the Chester Church "to form a church at Sherbrooke, now called New Ross. The organization took place in November, 1831, under the special supervision of Elders Joseph Dimock, and Maynard Parker; and consisted of the eleven persons just referred to."

A church was erected in 1862. Among the ministers have been Revs. Archibald, Langille, and Whitman.

CHAPTER XXVIII.

Rivers in the Township of Chester—Gold Deposits at Gold River.

THE eastern, or main branch of Eastern River empties out of Timber Lake, which is over three miles in length, and of almost equal breadth. It flows south-eastwardly through a chain of lakes until it meets the western branch, which has its source in Kanaw Lake, of about the same size as Timber Lake, and runs thence south-westwardly to Queen's Cove, nine miles from its source, at the bottom of Chester Bay, six miles east of the town of Chester.

Middle River has its source in the rear of the Levy Settlement, between the road to New Ross and the road to Windsor, and flows through a number of lakes on its way to, and at the Grant Settlement; continues its course about twelve miles in a southwardly direction, and empties into Chester Bay, three miles west of Chester.

Gold River commences at Island Lake, on the new road from New Ross to the Windsor road, and flows through several small lakes and Nine-Mile Lake; thence through Harris, and other lakes to Lake Lawson, and emptying out of the same, flows about twelve miles in a serpentine course until it reaches Chester Bay at the western shore, six miles west of the town of Chester. On a branch of this river, about eight miles from its mouth, there is a waterfall some twenty feet in height. Below it are large round holes like wells, called "the pots," worn in the rocks by the action of the water. The noise of the fall can be heard at some distance. There are also falls on the main river.

GOLD RIVER GOLD MINING DISTRICT.

There is a tradition that gold was originally found at the river by early French settlers, and hence its name. Another

authority asserts that the name was "Gould River," and became changed to its present appellation. The first discovery of gold of which we have positive information was made by Messrs. Daniel Dimock, and David Whitford, on June 20th, 1861. Some very fine specimens were obtained in the same year. Subsequently, Messrs. Crane, and Briscoe, gentlemen from the United States, engaged in gold mining, and incurred much expense in making a road and erecting a steam crusher. The enterprise was abandoned, but not from the want of an encouraging supply of the treasure sought for.

Mr. Poole visited Gold River in 1861, and in his report to Government, said: "A great many white quartz boulders were scattered over the ground. One quartz vein was fifteen inches wide, and had thick beds of quartzite rock above it, and several feet of thin laminated slates below. The vein bore N. 60° W., and dipped 38° North. Some gold had been got out of this quartz, and I recommended an exploring cut to be made across the slates for other quartz veins—as at Tangier the slate is found to overlie the gold-bearing quartz. The ancient bed of the river appears to have been changed at the 'Bend,' and it would be worth while to try for gold washing at that point."

The following are extracts from the official report on the mines of Nova Scotia for 1869 :

"At Gold River, near Chester, extensive explorations have been carried on during the year by Mr. Michel, by whom I have been furnished with a report of their extent and results. Upwards of two thousand feet of trenching has been dug, and ten shafts have been sunk to depths varying from fifteen to thirty feet, and tunnels driven between them. The following from his report is a statement of the result of the operations :

"Five leads discovered measuring from two to five inches, all containing visible gold.

"Assay by Dr. Dana Hayes of specimens where no gold was visible, gave mean yield of \$20 per ton.

"Boulders on surface and below, with visible gold: some, when powdered and washed, very rich.

"Washing by rocker, of gravel from vicinity of leads, separated quantity, more or less considerable, of specks of gold."

The following extract is from Dawson's "Acadian Geology," page 635 :

"The Chester Mining Company have opened shafts on some of their gold veins on Gold River, which are said to be very promising, one sample tested having given 77 dwt. gold and 12 oz. silver per ton. Alluvial sand from the banks of Gold River is said to have afforded to Professor How, gold at the rate of 14 dwt. 10 grs. to the ton. This last fact is of some interest, as indicating the possible occurrence of auriferous alluvia, which seem to be rare in Nova Scotia ; but perhaps might reward more careful search, more especially in the *lower part* of the boulder clay, and in the bottom of the beds of more recent alluvial sand and gravel. Even poor deposits of this kind might be made to pay by the methods of hydraulic washing on a large scale, now in use in California."

Several persons from the United States had sunk a shaft on the "Bay State lead" previous to 1879, when Mr. Charles Mills began his prospecting work. The quartz was reported as carrying gold fairly well. Others made searches, and abandoned the place. Mr. Mills did a large amount of work, and discovered several rich leads.

In September, 1893, the writer visited the Foster Mine, about a mile and a half from the Basin. The shaft was 176 feet, with incline of 60°. At the clearing up for June, 84 oz. of gold were reported as obtained from seventy tons of quartz. One piece of quartz had a nugget of 4 oz. and gold like a wreath around it. An effective crusher was at work. Some very rich finds have been made in the vicinity.

Effective works are now being carried on by several companies on the eastern side of Gold River. The Victor Mine has sixteen men at work underground. It has a concentrating plant (six concentrators for ten-stamp plant) for saving gold from other associated metals, and is said to be the only complete plant of the kind in the Province. The quartz has yielded well. The works are under the management of Mr. W. S. Houdlette, of Malden, Mass. F. W. Hanright, Esq., barrister, of Halifax, is solicitor for the company.

Mr. Don C. Butterfield, of California, commenced work here

about two years ago. He is engaged as superintendent for, and a member of the Lincoln Gold Mining Company; office, Boston, Mass. A shaft has been sunk 110 feet, the quartz from which, with a lead (the captain) of twenty-two inches, gives good returns. An ounce per ton has been taken from sixty or seventy tons of quartz. Preparations are making for a ten-stamp mill.

The Picayune is another lead on the same property, where there is a shaft of 182 feet. The quartz yields $2\frac{1}{2}$ oz. to the ton. This shaft will be sunk to a depth of 250 feet or more. A third lead has been opened, which also promises well.

Twenty-two men are employed at these mines.

About a half mile north-west from Mr. Butterfield's ground is the North Star Mine, with a two-stamp mill, worked by Mr. T. C. Baker, of Dartmouth. The lead here is from three feet to six inches. A shaft is sunk to the depth of thirty feet, to be increased as gold is developed. Four barrels of selected quartz from this property, crushed at Oldham, yielded very handsomely, and the balance of the lot from which it was taken gave an ounce per ton.

There seem to be good reasons for believing that Gold River District will yet prove one of the richest in the Province. It wears a busy aspect. Twenty-seven loads of material for building purposes were received in one day.

In 1887, Messrs. Alexander Chisholm, Charles Anderson, Esra Ernst, and Albert H. Zwicker built the steam saw-mill at Gold River. It is 146 feet long, and 26 feet wide, and in it lumber to the amount of about 4,000,000 feet is cut in a year. Some of the logs are brought from the Hant's county line, thirty miles away, and it is said the company have enough to last for twenty years. The lumber shipped is taken chiefly to Europe. The selling of lumber at this mill has been a great boon to the people of the surrounding country, saving them long travel and much expense.

Haliburton says: "There is a chain of lakes situated between the source of the Gaspereaux, in King's county, and that of Gold River, in the County of Lunenburg, which nearly unites them." He mentions a similar connection "between the head of the Avon, and Chester Bay."

CHAPTER XXIX.

Scenery in different parts of the County.

THE County of Lunenburg abounds in scenery of exquisite beauty. The following from Milton well describes the surface :

“ Sweet interchange
Of hill, and valley, rivers, woods, and plains,
Now land, now sea ; and shores with forests crowned.”

The inhabitants cannot point, like those of Halifax, to former abodes of royalty, now fallen to decay ; nor have the hills and vales, streams and harbors been immortalized like the Grand Prè, and the Basin of Minas, by the graphic pen of a Longfellow. Its landscapes cannot fail, however, to arrest the eye and call forth the admiration of the beholder, being rich in loveliness and variety.

The water scenery is almost matchless. In the summer months, when

“ The early morn lets out the peeping day,”

during the advancing hours, or in the roseate hues of a golden sunset, the pictures presented are really beautiful. This will be acknowledged by visitors to Chester, Mahone Bay, Lunenburg, and La Have. The fishermen's boats moored in line, the nets covered with tarpaulins, and everything in readiness for the expected shoals of mackerel and herring ; the larger crafts, of superior models, being either prepared for, or having returned from fishing, coasting, or foreign voyages, each one so clearly reflected beneath as to realize the words of the poet,

“ The shadow of her masts
Checker'd the deep below ;
You might trace the line of her slenderest spar
On that azure mirror's glow ; ”

the whale-boats, all neat and trim, famed for speed and safety, breasting the white caps; the torches of birch bark burning at night in the canoes and boats, which are gently moved along by the spearmen in the bows; and the merry songs of parties out for pleasure in the bright moonlight—all these, and more that might be named, make doubly charming a home by the sea in this highly favored county.

The views presented during a drive from Hubbard's Cove to Bayswater, and Blandford, and thence to Vogler's Cove at the western end of the county, taking each town, village and settlement on the way, are most attractive. The expansive Bay of Chester (properly speaking, part of Mahone Bay), with its numerous islands, as seen from several hills, Webber's, Wickup, and others, is truly magnificent, and is unexcelled in this particular kind of scenery. Haliburton mentions the "unrivalled beauty" of this bay. The shore road winds around almost every little inlet, and across several rivers, passing sometimes through thick woods,

"Where the trees, with looks of love,
Spread their whispering leaves above;"

and giving an occasional fresh glimpse of the sea and islands, until Mahone Bay is reached, nestling among hills. There the traveller sees, spread out on each side, wealth-producing farms; and below, the busy, rapidly growing, and, as it has been justly called, "charming village." He follows the road around the bay, meeting beauty everywhere. After a few miles further travel, he comes to a large common (now vastly improved, and adorned with neat cottages), passing which, he enters Lunenburg—not the Lunenburg of olden time, of huts and log-houses, with thatched roofs, but a comfortable-looking town, with dwellings and public buildings which are creditable to the inhabitants, who, for genuine hospitality and kindness, are not surpassed in any part of Nova Scotia. Lunenburg is better laid out than most towns in the Province. The harbor, nearly circular in shape; the "ovens" and cape beyond; the ocean view, and the white sails of the passing ships in the extreme distance, with the gently sloping fields of green, and snug farm-

houses on every side, form a scene worthy the trial of an artist's skill. Ascending Block-house Hill above the town, a still more extended view is presented to the eye. The back harbor, vying with, if it does not equal in beauty, that in front of the town; the numerous small creeks, with the adjacent islands; Chester, in the distance, and the peninsula on the opposite side of the bay, where

“Breezy Aspotogon lifts high its summit blue,”

make up a delightful picture.

The observatory of the Rev. Dr. Cossmann is a favorite resort, on account of the pleasing prospects it affords, adding much of the country inland.

A fine view of the town and its surroundings is had from the hill long known as “The Sheriff's Head.” On it is a large piece of forest called Cannon Park, the property of C. E. Kaulbach, Esq., M.P., by whom it is generously loaned for picnics and public purposes. Two large cannon are placed at the entrance gate, and two others are mounted at the edge of the woods. In the grove is an arch formed of large bones of a whale. There is a good foot-road through the park to the shore. Much money has been spent by the owner on the park property and the adjoining land.

The following lines in connection with Lunenburg were written by Rev. George O. Huestis:

“A farewell once more to the Germans,
With sorrow the thought we conceive,
The Morashes, Heckmans, and Hermans,
And others whose names we could give.

“Midst kindness we longer would linger,
And the air of true friendship inhale,
But duty has lifted her finger
And must o'er enjoyment prevail.

“Adieu to a region romantic
With scenery noble and grand,
Looking out on the broad Atlantic,
Encircling so much of our land.

“ How varied thy pictures of beauty,
Entrancing the mind through the eye,
Were it not for the prompting of duty,
We could willingly tarry to die.”

After ‘seven miles’ travel from Lunenburg, the La Have Ferry is reached, and proceeding up the eastern side of the river to Bridgewater, thence down its western shore to Lower Dublin, the traveller has all the way a succession of lovely little views, made up of steep banks, green fields, groves of pine and spruce, substantial dwellings, and churches almost hid in forest trees; rustic bridges, over brooks that run across the road to meet the river, which flows amid all with graceful bends, and reflects on its blue surface of mirror-like smoothness every object near it.

At New Dublin appear the rougher waters of old ocean, beating against the “Spectacles,” and other islands, where have been sometimes cast ashore,

“ The shattered fragments of the midnight wreck.”

Driving through the improving settlement of Western Dublin, and over the sandy beach, as firm and smooth as a pavement, and white as fleecy clouds, with the fresh breeze blowing from the sea, and the waves dancing nearly to the horse’s feet, an enthusiastic admirer of nature (as who would not be, surrounded by such scenes) is drawn into an ecstasy of delight. Thence to Petite Riviere, whose lovely hills are covered with fields of plenty, from the tops of which extensive views are presented,

“ Streams, hills, and forests, fair variety !”

to be largely repeated a few miles farther on from beauteous Broad Cove. Some of the fine views which these hills afford (especially the one from the residence of the late Lemuel W. Drew, Esq.), command the entrance to La Have River, with the vessels passing out and in; and also “Iron-bound,” and many other islands.

The last settlement westward, on the coast line, is Vogler’s Cove, a pretty little village, near Port Medway (Queen’s county), from which it is separated by the harbor of the latter place.

Retracing his steps to Petite Riviere, let the traveller strike into the interior, and pass through Crouse Town, New Italy, Conquerall, Campertown, Lapland, Waterloo, Chelsea, and Ohio, large and flourishing districts, and again cross the La Have at New Germany, from whence a trip may be taken along the river's bank to Bridgewater; or, keeping farther inland, he may drive on a parallel road, out of sight of the river, to Mahone Bay; and all through this latter journey he will pass streams and lakes of various sizes, some of the former little rivulets that

“ Leap and gush
O'er channell'd rock, and broken bush,”

and witness most enchanting bits of woodland scenery.

The lover of the beautiful can take the right-hand road after crossing Mush-a-Mush Bridge, and proceed around the shore of the bay to the Indian Point road, and secure a little farther on, from elevated ground to the left, a most magnificent view; then passing through the picturesque settlement, he can enjoy all that is to be seen from the hill above it.

He may add to the variety and beauty of what his eyes behold, if he gets away to some of the lakes, when the wild pear is in full blossom; and cruising about in boat or canoe, see for miles round the white flowers interspersed with the tender shades of green and brown. When the autumnal tints are finest, let him stand in front of some wide wilderness tract, where the maple is abundant, and look at

“ The fading leaves,
That with their rich variety of hues
Make yonder forests, in the slanting sun,
So beautiful,”

and he can repeat feelingly the words of Whittier, “The Lord, in His loving kindness, has hung His wonderful pictures on all our hills and woods.”

From a hill about two miles west of Conquerall Bank, on the road to Inner Conquerall, and six miles from Bridgewater, one of the most extensive views in the country is obtained. Away on the left are Aspotogon, and Chester Bay, the entrance to

Lunenburg Harbor, and the settlements near it. In the front is a long stretch of the La Have River, showing point after point, in itself a very beautiful piece of scenery. On the right are the hills about Petite Riviere, and the intervening farms, with pretty forest-covered hills and homes in the rear.

The town of Lunenburg can be plainly seen on a clear day from Slater's hill, a mile from West La Have Ferry.

On February 26th, 1890, there was a heavy rain-storm, after which the trees, vines, and fences were covered with ice. When the sun shone out on the morning of the 27th, the scene was one of surpassing beauty. All the fruit and ornamental trees—every branch and fibre—looked as if encased in brightest silver. The telegraph and telephone wires were like large ropes of ice, and from them were suspended fringes of icicles. The pines were immense masses of gorgeous frost-work, and the stretches of forest revealed the most lovely pictures. Swamps and other places, covered with low bushes, were turned into fields of crystals and diamonds; and where they were touched by the sun's rays, all the colors of the rainbow could be seen. Such displays are occasionally repeated. They were notably so in January, 1895, when, with many other attractions, the roads in the country districts were like lanes walled in with silver filigree.

CHAPTER XXX.

The Aborigines—Murders and Scalpings by them—Burial-places—
Interesting Incidents.

“ The land was ours—this glorious land—
With all its wealth of wood and streams ;
Our warriors strong of heart and hand ;
Our daughters beautiful as dreams.

“ When wearied at the thirsty noon,
We knelt us where the spring gushed up,
To taste our Father's blessed boon—
Unlike the white man's poison cup.”

—Whittier.

THE late Rev. Dr. Silas T. Rand, Micmac missionary, gave the following Indian names and their meanings:

“LUNENBURG, Aseedík, ‘clam land.’

“LA HAVE RIVER, Píjenoolskák, ‘having long joints.’

“CHESTER, Mënskwaak, ‘I go to bring him.’

“ASHMUTOGUN (better known as Aspotogan), Ukptdëskákun, ‘when they blockade the passage-way, viz., where the seals go in and out, in order to kill them. Këbejo-koochk, ‘a closing of the passage,’ is another name for Ashmutogun.”

The Indians were Micmacs, or, in their own language, “Migga-amacks,” belonging to the Algonquin family, and were called by the French in 1608, “Souriquois,” or salt water men. Brownell says the Melicetes called the Micmacs “Salt water Indians.” They were named “Mikemaks,” by Baron de Lahontan.

Brownell says that the dialect of the Micmacs is Iroquois.

M. Mene, a French priest who had learned the Micmac language, said it was “full of excellence and beauty.”

Murdoch wrote of the skill and judgment of the Nova Scotia Indians shown in their construction of articles required, and added: “Although they possessed no written alphabet or letters,

yet the structure of their language is complex, and it is so musical and refined as to lead to the inference that they had long been a civilized and thinking race of people."

The chiefs of the Souriquois (Micmacs) are said by Denys to have been great at telling of tales and laughing. "When the pipe went round in company, the practised story-teller began. The bowl of the pipe was a lobster's claw, or else was made of a red or green stone. The tube was worked with care and decorated with porcupine quills. The tobacco was of a small-sized plant, which they raised themselves."

The territory of the Micmacs, or "Miggumahghee," Micmac land, was described in Villebon's letter to M. de Lagny, dated September 2nd, 1694, as extending "from Isle Percée, and even higher up the river on the way to Quebec, and through the Bay des Chaleurs, Ristigouche, Richibouctou, Bay Verte, Cape Breton, Campseau, and all along the coast to Cape Sable, Port Royal, Minas, and Beaubassin. They look on all these places as their settlement at all times."

The Micmacs were "of a reddish brown color, with high cheek bones, large lips and mouths, long black coarse hair, and fine, intelligent, penetrating eyes, and were often of surprising size, strength, and quickness."

They are described as having been naturally possessed of many virtues. Murdoch says: "As far as our records can serve, it appears that they have usually been honest, frank, brave, and humane; and they exhibited these qualities as well before as since their conversion to the Christian faith."

In blaming them for their former excesses, we must make due allowance for the fact that they had been taught to look upon British settlers as enemies, and were too often paid for the ravages they committed. Their arms were chiefly guns and long sheath knives, the latter being sometimes fastened to the wrist by a cord. They generally secreted themselves by day, and went on their errands of cruelty by night. We may form some idea of the number of their murders, from the fact that the increase of the population in seven of the earliest years was only seven persons. One can hardly travel through

any part of the county without hearing of lives lost through their deeds of violence.

In 1745, a boat belonging to an English vessel came ashore at La Have for wood and water, when Indians killed seven of the crew, and took their scalps to *Sieur Marin*.

An island, then nameless, near that known as Heckman's, was the scene of a dreadful massacre—the hempen cables of seven American fishing schooners having been cut at night, and their crews murdered after the vessels had drifted ashore. A large number of human bones have there been disinterred. It is said that a white child was also offered up on the island in sacrifice, and by the name of “Sacrifice” it has since been known.

A point between Mahone Bay and Gold River was also a place of much slaughter, and thus earned the name, “Murderer's Point.” The crew of a fishing vessel once went ashore there, leaving a boy on board. The Indians made signs to the latter to land, but he, shortly afterwards, seeing that his companions were being murdered, saved himself by cutting the cable, and running down to Clay Island, where other Americans were fishing.

On the evening of March 23rd, 1758, James Olix, his wife and two children, and Mrs. Roder, living at North-West Range, were scalped by Indians. Intelligence was sent to Lunenburg, where alarm-guns were fired. Next morning a sergeant and corporal, with twelve men, were despatched in pursuit of the Indians.

On July 13th, 1758, two men, named Tanner and John Wagner, with some boys, were swimming in the La Have, near what is now the site of Hartlin's mill. Hearing a dog bark, and seeing Indians approaching, they dressed with all speed, and attempted to escape. Wagner was killed, and a musket-ball passed through Tanner's waistcoat and shirt. The name of the Indian who shot Wagner was Labrador. Years afterwards, when Tanner lived on Heckman's Island, Labrador encamped there for the purpose of catching mink, and went to Tanner's house, where he boasted of the large number of men

he had killed. The writer owns a very finely made and decorated brass and steel tomahawk, which Tanner got from Labrador. After the occurrence at the river, Tanner could not bear the sight of a red man, and went several times to shoot Labrador, but always returned without so doing, his conscience never allowing the deed. So strong, however, was his feeling against the Indians, that whenever he spoke of one, he called him "Teufel" (Devil). Tanner was over six feet in height, and a very powerful man. He was born at Schaffhausen in Switzerland, and at his decease had lived 95 years, 9 months, and 10 days.

Two of the guard on duty at the block-house near where Wagner was shot, were sent to Lunenburg for provisions. Reaching Darey's Lake, round which a foot-path had been made, they were tracked by Indian dogs, and having climbed into the trees, were shot down by the savages. The firing was heard at the block-house, and a party went out and discovered their comrades, from whom life had just departed. They buried them, and passed on to Lunenburg. On their return they found that the bodies had been disinterred and cut in pieces.

"On the 24th of August, 1758, at about daybreak, eight Indians came into Mahone Bay to Joseph Lay's house. A woman went to the door, when two of them laid hold of her, and, notwithstanding her cries, brutally murdered her on the spot. The men on the stairs discharged their firearms, but to no purpose. Then Joseph Lay jumped out of the loft in order to run to his neighbors for assistance, but, being seen, he was shot and so badly wounded that he died the next morning. The Indians fired several shots at the house of Joab Brant, which was close to that of Mr. Lay's. They then went their way without getting any scalps or taking any person alive."

Extract from burial register of St. John's Church, Lunenburg, 1758:

"August 27th.—Joseph Sty. Scalped.

" " —Conrad Hatty. "

" " —Rosina, his wife. "

"Buried by Rev. Jean Baptiste Morreau."

On August 22nd, 1762, Francois Mius, chief of the Indians at La Have, and four others waited on the Lieutenant-Governor and Council, and asked that they might have a priest, as they had been without one since M. Maillard's death. They were assured that their request would be complied with as soon as possible, and having received the usual presents they took their leave.

An Act was passed in the same year, with a preamble which stated that many mischiefs might arise by frauds and other injuries in trade with the Indians, and referred to their ignorance of the provincial laws. Provision was made for prosecution by the Attorney-General on complaint of Indians that they had been wronged or cheated in trade and dealing with other of His Majesty's subjects.

A tailor at Faubourg was shot by an Indian while making a pair of breeches for a Mr. Zwicker, of Mahone Bay, and some of his blood was seen on the buckskin after the work was sent home.

A horrible murder was committed among the Indians encamped at Clearland, Mahone Bay, about seventy years ago. One of the wigwams was occupied by Captain Cope and his two sons, Joseph and Thomas. During the absence of the young men on a hunting expedition, two squaws who were in the camp, one being the wife of Francis Labrador, quarrelled. The altercation at length waxed so warm that Captain Cope thought it his duty to interfere, and endeavored to separate them. Labrador's wife seized a large knife and thrust it into his heart, killing him instantly. She then fled to the house of a Frenchman named Boutilier, and hid herself in the upper story. The Boutiliers, fearful that she might be discovered, tried to persuade her to leave the place, which she refused to do.

Joseph and Thomas Cope having returned, and hearing from the other squaw how their father met his death, went in pursuit, and tracked Labrador's wife to the house of Boutilier. Seeing the rage they were in, and believing that if they obtained possession of the fugitive they would instantly murder

her, the Boutiliers denied that she was in the house. The Copes lingered about the premises for some time, and then went home. In the night the guilty squaw effected her escape, and was not afterwards taken.

The Indians had several places of burial in the county. At Indian Point, near Mahone Bay, there is a graveyard, to which Captain Cope's remains were taken, and the bodies of others who died at La Have and other settlements. Thither were brought from Gold River the remains of Francis, Newell, and Peter, father and brothers of John Penall, who lived near Gold River bridge, and who was a most expert fly-fisher for salmon, while Joseph, another brother, who also died at Gold River, "sleeps his last sleep" in the Roman Catholic burial-ground at Chester.

Captain Chearnley erected over the grave of his forest guide a neat stone with the following inscription :

" In Memory of JOSEPH PENALL, Indian.
By William Chearnley, A.D. 1859.
Gone to death's ' Call ' is Indian Joe.
Moose-deer, rejoice !
Here, buried, rests your deadliest foe."

The grandfather of these Penalls was Captain Penall, a Micmac, who at the age of fourteen years went with the British forces to the capture of Quebec. He said that many bodies of the dead lay close together, and showed how near they were to each other by holding up his fingers.

The last Indian burial at Indian Point was about twenty-five years ago. The man was taken sick in the woods, and was carried into the porch of John Andrews' house, where he died. It is said that some of the graves were opened a few years ago, and bones taken away. This offence is made severely punishable by the criminal code of Canada.

There is an old Indian burial-ground near where Edward James, Esq., now resides, between Block-house and Mahone Bay. It is on land formerly owned by the late Joseph Zwicker. Several families of Indians lived in that vicinity between

eighty and ninety years ago. They were largely cut off by small-pox, and the rest moved away.

The Indians had also a place for interment near Wentzel's (formerly Mackay's) Lake, on the New Germany road, in which was a cross about six feet in height, and having in the centre a plate of metal with some inscription or device. It was once removed, and almost as quickly restored, on notice sent by the Indians to the party trespassing that if it were not put in its place he would be shot.

It is said that a squaw, who died intoxicated, was refused a place in the burial-ground of her fathers, and was interred on a small island in Mahone Bay.

The skull and bones of an Indian, with a crucifix of copper, were dug out two feet and a half below the surface, near the site of the church at Conquerall, in 1868, by men working on the highway, of whom Solomon Eikel, corner of Pleasant River road, was one. The body is supposed to have been interred previous to the first settlement, and seemed to have been inclosed in birch bark. The Indian died in that vicinity, while on his way to or from his traps at Conquerall.

Remains of pottery, parts of pans or other vessels (with curved rims, full of marks or indentations, each different from the rest), a stone pipe, lead (of two pounds' weight), a very small clay bottle, with fluted sides and rude glazing at the mouth, and a lot of arrow-heads were discovered (some of them by the writer) in 1877, at Koch's Falls, near Bridgewater.

A nicely made axe and a long chisel of stone were found respectively by Carl Wentzel, and Ebenezer Jodrey, near the bridge, on the east side of the river.

Pieces of copper and needles of that metal have been found with arrow-heads at Bachmann's Beach, six miles from Lunenburg. The copper was obtained among the rocks at Cape d'Or. Mascarene wrote of "bits of copper spued through the crevices."

PETITION OF JOSEPH SOULNOW.

" NEW GERMANY, November the 11th, 1829.

" TO HIS EXCELENCY'S PLEASURE :

" This petition is of grate concernment to me, poor Ingin, because if nobody care for poor Ingin what shall I do for the land that my Grate Granfather first oned before anybody was in Nova Scotia, was after his dead given to my Grandfather, from him to my father, then to myself and my brother, and now, it is gave away, and now, what shall I do.

" If our Governe new that I, poor Ingin, was a sober man, and he did no that poor Ingin whould have to starve, because he got no land, I think it whould please him to give him a peace to make a farm, if he could not give him my own land again, that was given me from our Governor long ago, and layd out ; and the Governor did sine my plan and me luse it, but we had cleared on it and planted appel trees, and fenced a gardin, had a sellar, an now me want to farm and nother man dont let me, but plenty Kings land if the his Excelency whould have mercy on poor Ingin, because no hunten in Nova Scotia he must all Die, so please to give poor Ingin only 100 each that we can plant and stick to our King, then we will all love our King and pray for God to Bless him, so Do not let poor Ingin starve Suner please to give him Land to work on then your humble petitioner will ever pray.

" JOSEPH SOULNOW.

" Germy."

The Soulnows lived at Church Hill, near the New Germany Lake.

The Micmacs were possessed of much native cunning. An illustration is afforded in the case of an Indian who once went to a country store in the township of Chester to purchase tobacco. Having obtained it, and being without money, he requested permission to leave his gun as a pledge for a short time until he should return with the cash, which was granted. A day or two afterwards, he entered the store in great haste, and pointing outside, shouted in a loud voice, and with as much

excitement as if he fancied himself already in pursuit of the animal, "Bear! bear! gun! gun!" Not wishing to deprive him of so good a chance to capture bruin, the storekeeper handed him his gun. The Indian, as if unwilling to be encumbered in the chase upon which he seemed to be entering, left a small box and withdrew. On opening it a few beads were found, which was all the storekeeper's pay for his tobacco, while the Indian never returned to replace the gun, or tell whether he or bruin had the best of it.

In 1861 there were thirty-eight Indians in the county. In 1891, though there had been many deaths, there were fifty-nine returned as "all Micmacs."

"The memory of the red man,
It lingers like a spell,
On many a storm-swept headland,
On many a leafy dell.

"The memory of the red man,
How can it pass away,
While their names of music linger
On each mount, and stream, and bay."

The Micmacs are a much neglected people. While the benefits they derive from the civilization around them are small, their hunting-grounds have been destroyed, which has deprived them of the means of living enjoyed by their forefathers, and they have been made familiar with vices to which they were formerly strangers. They are furnished, as if by way of acknowledging their changed situation, with a few blankets in winter, and in times of great scarcity, with some additional provisions. We would fain see more done to place them above want and make their lives happy. A reminder of the Indians comes to us at least once a year, when, ere "pale concluding winter" sets in, we are favored with that brief but pleasant season, known to all as the Indian Summer.

"Indian Summer! how like magic,
Memories cluster at the name!
Memories of a race long blighted,
Of a wild, yet princely fame.

Fancy views the lowly wigwam—
Dark-eyed maidens of rare charms,
Sable chieftains in grave counsel,
Dusky warriors, clad in arms."

The Micmac is not the robust and energetic being he was when Nova Scotia was "Miggumahghee"—Micmac land—while the change in his dress and style of living would almost prevent his recognition by relatives of olden time. Seldom now, on beautiful bank or shore of rolling river or placid lake, is seen his cone-shaped dwelling of poles and bark, with the smoke gracefully curling from its summit, or near by, the "birch boat," which he and his propelled so swiftly on his native waters. His present habitation is generally a rudely constructed hut, or small house, close to a town or village, and he makes axe-handles, mast-hoops, and other articles of woodenware, in which work he shows much neatness and skill, leading a life in a great degree incompatible with the desires natural to his race

The following lines, written by a lady, a native of the county, may appropriately close these pages of Indian history:

THE MICMAC'S WISH.

WHEN our chiefs reigned alone, and the Indian was free,
Then we owned all the soil, every river, and tree,
And the woods had no path but our wild hunter's track ;
Oh ! I would that those days might forever come back !

All unnoticed we dwelt, underneath the deep shade,
Had our choice of bright hillside, or green grassy glade ;
Or we built our rude camps by some swift flowing stream,
And our years were there quietly passed like a dream.

The fierce beasts of the forest, wild birds of the air,
And the fish of the river we had and to spare ;
We could pluck the ripe berries, and smell the sweet flowers,
And knew nothing of hunger, for all things were ours.

When the cold winter came, we were sheltered and warm,
For our brave pine trees vanquished the wind and the storm,
While the beaver and bear furnished clothes without pay,
And our fathers in peaceful old age passed away.

But alas, what a change ! now the white man is here,
He has taken our lands, all our forests so dear ;
His axe has demolished our sheltering pines,
And his mill-dams have frightened the fish from our lines.

Still it was not enough that usurpers should come,
But they brought us those curses, tobacco and rum ;
We have madly for those lost contentment and health,
And for them we have bartered our food and our wealth.

Now our people are scattered, our chiefs are all poor,
And our little ones beg at the white stranger's door ;
Oh ! we weep for the days when Acadia was ours,
And when plenty and happiness reigned in her bowers.

Bridgewater.

A. A. D.

CHAPTER XXXI.

Diary of Rev. James Munroe, and Recollections of Several Aged People.

THE following description of Lunenburg and some of the outlying districts, and of certain customs, as they appeared to a visitor a century ago, may be of interest to the reader. It was written by the Rev. James Munroe, a travelling missionary of the Church of Scotland, who was for some time settled at Newport, and who, when he died, was pastor at Antigonish. The date of the paper is indicated by a statement in one part of it, that an event occurred "in the year 1783, twelve years ago." This would connect it with 1795.

"Lunenburg, so called from town of same name in Germany, the chief of the settlers being from that country. They began to settle here in the year 1753. They speak the high Dutch, and likely to continue the language, as divine service is performed in that tongue both in the Lutheran and Calvinist churches, which is the best mean to preserve the language they could have fallen upon, though possibly not designed for that purpose but because they best understood it, and it being familiar to them. The town of Lunenburg itself is but a small place—about seventy-three dwelling-houses. The town is nearly a square, about a quarter of a mile long, and something less the other way, lying about north-west to south-east, in streets crossing each other at right angles along the head of the harbor, which is but indifferent. The houses are commodious enough, but not elegant. There are three places of worship in this small town near to one another—the Church of England, the Dutch Calvinists, and the Lutherans, and are all supplied with ministers. The minister of the Church of England is paid

from home, as the other clergy of that description are, but the other two are supported by their people by a voluntary subscription. The Lutherans are the most numerous; next to them the Calvinists. The Dutch Calvinists cleave to Calvin's doctrine, or in other words the doctrines of the Scriptures, and are of the same persuasion as the Church of Scotland or the doctrines contained in the Westminster Confession of Faith, larger and shorter Catechisms, though they do not treat of them in the same order in their form of sound words. They have also three orders of church officers—ministers, elders, and deacons. However, the Church in Lunenburg, I apprehend, is agreeable to the churches of that description in Germany; differs a little from the Church of Scotland in dispensing the Lord's Supper. They dispense it four times in the year, but give no tokens of admission, so that the minister doth not know who is to communicate till he or she comes forward to partake. But great pains are taken with the young people previous thereto to have them well instructed in the doctrines contained in their catechisms, which they must have upon their minds, and are obliged to attend upon their minister for that purpose for some time. In entering upon the solemnity there is a discourse suitable to the occasion preached upon the Saturday, and upon the Sabbath a sermon answering the end of the day. Then the minister reads the form appointed to be read at the time, and which contains warnings to such and such characters not to come forward, as it would add to their guilt and, of course, heighten their condemnation; and on the other hand, encourages those whom they think have a right to come. This form as to matter may be said exactly to correspond with what the ministers of the Church of Scotland, according to their directory, deliver previous to their dispensing the elements, only the Dutch differ in this, in that the clergy are obliged to read this form, while the ministers of the Church of Scotland are left at discretion to deliver themselves agreeably to their directory. While this form and consecration prayer is read, the people stand in a decent and considerable solemn manner. Then, when this done,

the minister proceeds to dispense the elements, he himself communicating first. There is a table upon which the elements are placed, which stands in the area before the pulpit, and the people come forward in a regular, orderly manner and receive, all standing: 1, the minister; 2, the elders; 3, the deacons; 4, the old men; 5, the men of middle age; 6, the young men; 7, then the old women, and so on, as was observed with the men, the young unmarried women coming last. This order they carefully observed, coming in a decent manner, coming up on one side of the table, till there may be about twelve or sixteen at a time standing round the table; the minister serving them with the bread out of his own hand, speaking a few words to each, as he sees their case requires. Then he gives the cup in like manner, and when the first hath received the cup, then he retires, so the second in order. And while they are retiring, others are coming on the other side of the table; so that after the first table, they all know their place so well, that there is a constant coming and retiring till the whole are served, and that in a most regular and comely manner, without ever being disorderly. All the while they were communicating, which was, I suppose, about three-quarters of an hour, the congregation were singing hymns suited to the service, so that the whole congregation were employed; so that the manner, though different from the churches of Scotland, was orderly and agreeable, and the whole gone about with considerable solemnity. A few might not retire with such gravity as others, or as might quite answer such a solemn service, yet this is the case, less or more, in every Society upon the same occasions. There would have been one hundred communicants. They have also a particular order as to the sitting in the church. The women sit all below. No men sit below save the deacons and elders; the elders on one side of the pulpit, and the deacons on the other. The other men all sit in the galleries. And what is further to be observed, the young unmarried people are on one side of the church, and the married on the other. There are 143 families belonging to this congregation, scattered here and there. There are more families than these belonging to the Lutheran Church, and

about seventy to the Church of England; though I am not certain as to the exact number of families either in the Lutheran Church or the Church of England, though I am not far from the truth. These three are the only denominations that are in the township, no doubt partly owing to the language, but more so to the aversion they have to these runners that drive through the country seducing the weak, credulous, and ignorant, for which they are to be highly commended. Had others behaved so, they would not have got such footing in the country.

"Though the town of Lunenburg be but a small place, so is not the township; it is both extensive and populous. It extends from the River Le Have on the westward, and to Mush-a-Mush River, which will be about twenty miles, and reaches considerable back in the country; and is said to contain four hundred families, and near three thousand souls. There is this to be observed of Lunenburg, that it is not settled along any river or bay, as the most of the other towns in the Province are, but reaches back into the country. It is said to be settled nine miles back, and the farther back the better the land. There are several high ridges of land that reach back, and are the best land. Upon these ridges they have built their houses, and their farms about them. I allow that along the shore there are islands, or necks of land jutting out, which are settled, as well as back; and upon the whole, to stand upon an eminence, which ye soon come at, ye will observe an agreeable irregularity; that is, farms here and there, and under good cultivation, making an agreeable appearance. Indeed, when vegetation puts forth its strength, and nature clothes the fields with grass and grain, and the pastures with herds of cattle and flocks of sheep, all which are here to be seen in abundance, all the farms, as far as my eye could reach, seemed to be in good order. They have not dyke or marsh lands, as some other townships in the Province, as far as I know; yet their land appears to be well suited for bearing good crops of grass. They do not raise much wheat, as it doth not answer, being subject to be blasted, excepting when sown with barley,

which they sometimes do, and then it answers better. Whether the barley be a repeller, to keep off the mildew, or whether it serves for a brush to clean it, I cannot say, yet I am well assured that, allowing there was a field of wheat entirely wheat, and another field alongside of it consisting of barley and wheat mixed together, that the wheat field should be blasted, while the wheat that was sown among the barley, though alongside of it, should be safe. They sow rye upon their new land, but chiefly barley, which they make use of for bread. The Germans are an industrious people, and economists also, or saving. They may be said to work hard, and live hard, and their victuals, or way of living, is something peculiar to themselves, considerably simple fare in general. They in common seem to be a heavy sort of people, or phlegmatic; have not that liveliness as some others, nor do I think they have so strong passions, or capable either of sensations of mind, whether pleasant or painful, as some other people are. Nor do I think that their affection is so strong even towards the tender sex, because that they allow them to work at the hardest labor along with the men, such as hoeing, mowing, and reaping, and it hath been said upon them, that a man will sit in the stern of a boat smoking his pipe and let his wife row. These things would lead me to think that their affection for the tender sex is not so strong; because if it was, they would not suffer them to undergo such hard labor, which, among the generality of people, falls to the man's share. Possibly necessity might first put them to it, and custom may give it sanction, and incline the women to this kind of labor, which many think should fall to the stronger's lot. They are commonly of a dark complexion, and a great many, even of the women, have but coarse features. With respect to the women, no doubt it must be in some measure owing to their working out-of-doors, and at such hard labor, which may give a turn both to the features and color. They are plain and simple in their dress, for common, both men and women, though they be getting a little more gay than formerly. There is one thing said of them, that I mention with regret, and that is that some of

them are immoral in their lives, such as swearing and drinking, and profaning the Sabbath; even drinking and quarrelling upon the Sabbath after divine service. But it's what hath been a grief to others of them, and means have been taken to prevent such things. They have also been charged with bringing things to sell, or to market, upon the Sabbath day—such as butter and eggs—and give for excuse that they live at a distance. But it's hoped they will see their error, and that those who have the execution of the laws respecting these matters will be resolute and faithful in the discharge of their duty, as a little resolution and perseverance, under the blessing of God, may conquer their obstinacy. It is not to be supposed that the people of this township in general behave so—not at all; they are decent and sober, and it's said what hurt the morals of the people, the young people especially, was some settling among them after the American war. When the Germans first settled here, they were much indulged by Government—had provisions, clothes, and laboring utensils given them. Provisions, it is said, were continued with some of them for the space of seven years; though they might not be all faithfully served out by commissioners. For they seem to have much complained, which is a sordid, mean, base way of getting wealth, and a breach of trust, when they would detain from new settlers what Government was kind enough to bestow, and they doubtless had need of; but such a covetous disposition are some that they stick at nothing, and ought to be held in abhorrence. The Germans are loyal subjects, and stood true to Government during the time of the American war, so that they have, in some good measure, recompensed Government for their trouble. Industrious, saving, loyal subjects are excellent subjects, and a great support to the constitution.

“In Lunenburg town there is both a court-house and jail, and, which is to their honor, they are said to settle a great part of their matters by arbitration. The judges are careful to advise them to settle their matters in an amicable manner, which sometimes hath the desired effect. The cases that come

before the court are but few; sometimes, indeed, eight or ten, at other times only two or three, which is a thing greatly in their favor, considering they are so very numerous; and sure there cannot be a more hurtful thing, either to the peace of a society or its interests, than vexatious lawsuits; though some are obliged to make use of the law in their own defence.

"From Lunenburg nine miles to the westward, is Le Have River, dividing Lunenburg from New Dublin. This is a considerable large river, arising out of a large lake about sixteen or eighteen miles back in the woods. This river is a mile over for about five miles up, and abounds with salmon and alewives. The former come in the beginning of April, for common, and run a little more than two months. The latter come in May, and run about five weeks. The salmon is said not to be near so plenty as they were, owing, people think, to so many saw-mills upon the river. No doubt the sawdust, for one thing, and the dams, for another, prevent them getting up the river to the lake to spawn, or their catching them about the time they spawn. Whatever cause it may be owing to, the salmon are not near so plenty as they were in the rivers along the coast, and the people in general assign the above reasons for it. This river is navigable for about ten miles for vessels of forty tons burthen, and vessels of about five hundred may go up five miles, as the channel is about thirty feet deep, but on the bar only eighteen. There is a good harbor in the inside of the point where ships of five hundred tons burthen may ride safely, there being good holding ground and free from stones. There are seven saw-mills on this river, and pretty much employed. Of course there's a great deal of lumber shipped down the river. The river is settled on both sides a considerable way up, and makes an agreeable prospect. The lumber is getting scarcer, or is upon the decline, as the timber is getting scarce for several reasons, and people must go far back for it, and of course it makes it more inconvenient and expensive; and this is the case all over the Province where I have been. The fur trade is on the decline greatly, so is the fishing said to be, not only in the rivers, but along the coasts. Those that fish along

the coast say they do not catch them in such plenty ; this may be owing to the increase of those that catch them, who may be said yearly to increase. Though the above may be on the decline, yet I am certain agriculture is on the increase, and will be improving, as the country is but new. Of course we shall increase in what is more suitable for man's support.

" Coming from Lunenburg to the westward and crossing Le Have River, ye come directly into New Dublin township, so called from Dublin, in Ireland. This township was settled, in general, by the Irish, about the year 1762. But these leaving the township by degrees, it came to be settled by the Germans. There was a town designed, and lots laid out for the purpose, on the south side of the river, and west side of the harbor, or upon the point facing the north, as you cross the river. But as people left their lots the design was dropt, though there is a good harbor where vessels of considerable burthen might lie at anchor with great safety. It's true the river freezes some part of the winter, which makes it inconvenient. This township extends from River Le Have to Port Medway, from north-east to south-west, which is about sixteen miles. It was taken up in different grants ; and one gentleman is said to have twenty thousand acres himself, which is a disadvantage to it, in preventing its being settled ; and when settled, will be of different people, who may be able to purchase of him. They are employed both in fishing and farming. They of *Petit la riviere*, or small river, which is a part of this township, live chiefly by farming, having good farms and in good cultivation. The inhabitants of this small settlement are Irish, in general. The grain seems not to grow so long or high as I have seen it in other places ; and the bread is darker, but well-tasted. The mildew hurts the wheat ; but here, as well as in Lunenburg, when they sow it with barley, it is safe. However, it grows better here by itself than in Lunenburg, and as they sow wheat and barley together, so they grind them together for bread. Oats grow well in this township, and the barley still better. They have excellent potatoes and good English hay upon the cultivated fields. Cabbage grows well here, much better

than to the westward; and still better do they grow in Lunenburg. They send them to Halifax, and sell them by the dozen, at two shillings and sixpence, and three shillings, and sometimes will sell at four shillings the dozen, if they are of a good quality. They send also to the same market, veal, lambs, butter, cheese, and poultry, such as fowls and geese, also oats and potatoes. Their fish are salmon, gaspereaux, eels, cod, mackerel, and dog-fish. The eels are taken in great plenty on the flats. The gaspereaux come in May, and run about three weeks. Salmon come in the end of April, and run till about the middle of June, but chiefly in May. They begin to fish for cod also, in the latter end of April, and continue to October. The mackerel comes in the middle of June, and continues also to October, but not so constant. The dog-fish come about the middle of August, and run about two months, and are excellent for oil, but the fish is of no use, unless for dung to the land, or to give to their pigs. It will take about six hundred of them to make a barrel of oil. The barrel sells at six or seven dollars. Two men in a season will catch as many as will amount to twenty barrels of oil, if the fish is anything good. Two men will catch about sixty quintals of codfish during the season, and the quintal sells at twelve, thirteen, sometimes fifteen shillings. The haddock is also caught here in great plenty, and is much larger in this country than in Scotland, but neither so sweet nor so fat, neither have they in them any liver for oil, as in Scotland. The pollock is also caught here, much of the size of a salmon, rather larger. Scale fish, such as the haddock and pollock, sell for seven or eight shillings the quintal.

"The inhabitants, especially of *Petit la riviere*, have got good dwelling-houses, and those of them that are industrious and saving, live comfortably. They have got no glebe, no place of worship, no minister of any religious persuasion, unless they go to Lunenburg. Nor have they school lot, nor burying-ground public; some of them bury in their own land, and when any of them are interred in the neighboring burying-ground their survivors pay a small sum for it. When this is the case, they must be in a pitiable condition, in different respects, as their

children and themselves in general must be very ignorant. The number of families in this township is eighty-four—at five in the family, will be 420 souls. They may be divided into the Lutheran and Presbyterian persuasions.

“From Le Have River to the little river, eight miles. From Small River to Broad Cove, where there are about five or seven families, four miles, all considerable good road. From that to Port Medway, more than four miles, indifferent road and small path.”

The Rev. Mr. Munroe refers to the hard work performed by women in this county. Men then needed all the help they could get to ensure a return of the fruits of the earth, on which they depended for subsistence. They were following the custom of their fatherland, where women do too much of the men's work on farms, canals, and in other ways. There is a case referred to by a recent traveller, which very much resembles the one Mr. Munroe states he had heard of. “In the smaller or market boats it is not an uncommon sight to meet the woman with the loop of the tow-rope over her shoulders as she tugs along the tow-path, while the stout husband sits at the helm steering the craft and comfortably smoking his pipe.”

While it is true that many of the young women of our agricultural districts render material assistance in haying and other outside work, they are often seen playing nicely on some musical instrument or working fine embroidery, and can take a creditable part in intelligent conversation.

Hundreds of the men of the county, owners of small farms, are absent in the summer at deep-sea fishing. During their absence the women employ themselves hoeing potatoes and doing other farm work. This they supplement by the assistance they give on the return of the fishermen in spreading the fish for “making.” It cannot be said that out-door work does not agree with them so far as health is concerned, for they are very strong and fresh-looking. A stranger, on seeing them, might exclaim:

“How could such blossom grow on salted soil,
Such bloom and beauty from a race of toil,
Such grace and color near the deadening spray!”

The harder labor of the field can hardly be called a desirable occupation for women. The necessity for their engaging in it is fortunately all the while becoming less, and among the more enlightened of the people it is not now expected of them.

RECOLLECTIONS OF EARLY DAYS BY AGED PEOPLE.

The following interesting account of his early life was given to the writer by Mr. Peter Zink—a man of remarkable vigor for his years—at his residence, Rous's Brook (the place where the first settlers landed), in December, 1878 :

"I am over ninety-one years of age. I was born at Rose Bay, July 10th, 1787, and had seven brothers and one sister, who are all dead. My great-grandfather and grandfather came from Germany together. I lived at Rose Bay when the *Teazer* was blown up. She came from the westward. The men-of-war kept her in till she came to Flat Island, and then she passed up by the west end of Tancook, and boats were after her. The blowing up made a most awful crack, and everything shook at Rose Bay, about eighteen miles off.

"Fish used to be very plentiful in those days, a mile or so from shore. Many were caught near Rose Head and Grass Island—oftenest in shoal water. A man could catch three or four quintals of codfish in a day. Mackerel were very abundant—good large ones and fat. My brother and me, with four nets, caught 110 barrels from the last of June till September, and attended to the farming besides. The herring fishing was also good. If men had then laid out for fishing as they do now, they would have caught more than they could put away. Mr. Oxner, who lived at the Five Houses, used to buy the fish caught and send them to the West Indies in a brig and a schooner.

"I never was sick in my life, and was always a poor friend to the doctors. I belonged to the Lutheran Church. Mr. Schmeiser, from Germany, was the first minister who preached to me. People went from Bridgewater and beyond it, Mahone Bay, Kingsburg, Dublin Shore, and the islands, to church in Lunenburg. Horses were not used then, and the people walked to

service and home again. There was no preaching round the country except at a funeral. When I was a boy there was only a path cut out from town to Rose Bay. My father was poor, and I often walked in barefooted. The people used to be so thick in the taverns they would tramp on my feet and hurt me. At last I gave up going in till I got shoes. If a man would not drink then he was not thought much of a man. The ministers did not check people enough for drinking. Every man kept liquor; it was thought more of than wages.

"In those days we had German schools. It was my hurt going to them; I should have had English. The school-master was one Draver, from Germany. He spoke only German. He kept school in my grandfather Conrad's house, and had about forty scholars. We went early in the morning, and left at five o'clock. The master was very strict, and would not allow any noise. The Bible was read every day. I can read it in English. I learned it from my children. All the preaching used to be in German; there is very little of it now. The old settlers brought their large family Bibles from Germany. My father could read well in German.

"Wedding times were kept up a day and a night—sometimes longer. The people often walked many miles to town to be married.

"I took great delight in clearing land, and used to work very hard, but I was never crazy at it like some folks, working day and night. People were much stronger in the early days than they are now, and wore less clothing. No flannels were worn, and linen for shirts was very coarse. There was no such thing as a fine Sunday boot. Low shoes, sharp in the toes, were used in walking; I have worn them in the snow. Short jackets were the fashion, and coats were not much used. I got my first coat when I was married; it was a rather short coat with a split tail. In those days a coat had to last a long time. I often wonder how the people stood it with the clothing they wore, but if they had used the same we see now, the place would not be properly settled yet. They could stand the hardest work with the clothing and food they had, and be strong

and healthy. Now there must be cakes and pies, and everything good, where before there was barley bread."

Mr. Zink died at Lunenburg, July, 1882, in the ninety-sixth year of his age.

In the year 1880, the writer met with Hannah Langille (daughter of Frederick and Elizabeth Dauphinee, and mother of Gideon Langille, Esq., New Cornwall), born at First Peninsula, May 24th, 1790. The death of her husband was referred to, and she remembered the text from which Rev. Mr. Hurd preached the funeral sermon (*Ecclesiastes viii.*, latter part of 12th verse), and a hymn sung on the occasion, though more than twenty years had elapsed. She had twelve children, fifty-seven grandchildren and sixty great-grandchildren. Having been the oldest in the family she had to work hard, and had little time to receive public instruction. During a month's attendance at Mr. Newman's, in Lunenburg, one of her school-mates was the late Sheriff Kaulbach, whom she described as full of mischief, but a good boy. She thought there had been a great increase of pride and foolishness among the young folks since she was a girl. Her relatives said she was still an early riser and walked much about the place; took delight in knitting (which she did well, without glasses) and other easy employments; read much, and was well informed in the Scriptures. Mrs. Langille was evidently a devout and humble Christian, enjoying a well-grounded hope and patiently awaiting the summons for release. She was blest with good health until a few days before her departure, suffered very little pain, and died July 12th, 1884, in her ninety-fifth year.

In 1887, two of the oldest women in the county, sisters, passed away from earth—Miss Catharine A. Arenberg, at Bridgewater, January 10th, in her eighty-ninth year; and Mrs. Sarah Hubley, on Arenberg's Island, June 5th, in her ninety-second year. They had both, with their sister Charlotte, lived on the island, which is a delightful spot in the La Have, a few miles below Bridgewater. They called it "Paradise Island." Their father and mother died there, each in their eighty-sixth year. Their two brothers also died, so that they had to work hard and

provide their own living. In speaking of the house, one of the sisters said : " The wall is four feet thick and eight feet high. Two of us women and a nephew about twelve years old carried stones on a hand-barrow and a wheel-barrow to help build it. I helped to shingle this house, and they said I did it as good as the carpenters. We sowed, reaped, and threshed wheat—threshed three-quarters of a barrel in one day. I planted the first tree. I wove that cloth that's on the table thirty-three years ago, and it's good yet. I wove a plaid dress twenty-two years ago, and *that's* good yet. We worked hard and were very saving, and the Lord was very good to us. He said He would be the husband of the widow, and the father of the fatherless, and a good husband and father He is. He will provide if we ask Him in the right way. I was confirmed in the Lutheran Church. I respect any Church, and any minister, if he is good. There is one Bible, and one way to heaven. My grandfather, Frederick Jonas Arenberg, was born in Germany, and kept the first house of entertainment in Lunenburg town. He had nineteen children by one wife. My father, mother, cousin, and niece are buried on this island. I carried so much hay on hay-poles with my sister that I started something, but I never was much sick. I can cut and saw wood like a man. My uncles Henry and Frederick were coming from Halifax and were lost. Some of their books and a dog were found on Duck Island."

Charlotte Arenberg, a sister of the women above named, living near Bridgewater, was seen by the writer in March, 1894. She said :

" My father, George Arenberg, came from Germany. I will be ninety-one years old next May. Before we went to the island we lived on the main, a little below Josiah Rudolf's. My father had thirteen brothers and several sisters. I had five sisters and two brothers, and I am the only one of the family living. When I was young there used to be a great deal of small-pox, measles, and slow fever about the country, but they don't seem to come so much now. Dr. Harley came out from Lunenburg to see the sick. He had a great run. He vaccinated me, and three days afterwards he came along and saw me out-of-doors, and boxed my ears and told me to go to bed.

"In those times we all walked to Lunenburg, over eight miles, to church, and came back in the evening. I was confirmed in the Lutheran Church by Mr. Temme. He asked me a question in German and I couldn't answer it, and he got cross. He was a touchy old fellow. There were three ministers in Lunenburg. Aulenbach—I think he was a Lutheran—used to come out from town and bury people who died in the country.

"All my friends of those days are dead. I have never had much sickness. I feel very well now, only a dizziness in my head when I have a cold. I can read and sew a good deal of the time without glasses. My sister Sally died on the island. She took her dinner and tea, and had been well as usual. After a while she asked me what o'clock it was, and I said it was six. Then she fell in the doorway dead. My sister Catharine, who died in Bridgewater, had never been much sick in her life. I don't think father ever paid much doctor's bills for his children. In June, 1893, I had been across the river, and walked about among my friends the Mullochs and others, and when I came back to this side Mr. Alexander McDonnell took me in his waggon; but I could walk all right. I can walk to Conquerall Bank like nothing. Just before last Christmas I walked from Bridgewater to my nephew's, William Hebb's, a mile and a half. I walked down here to-day to mind the children while Mrs. Oakes went to the Bank."

JOHN THOMPSON.

"BRIDGEWATER, November 8th, 1888.

"I was born in Loughborough, Leicestershire, England. I came from Annapolis to Waterloo, through the wild woods. Michael Wile was then the only man in the back settlement. George Wile had a small clear farther out. Charles Himmelman lived about a mile in from Pleasant River road. Waggon's were not owned. Sleds were used in summer, with runners of rock maple hewed with an axe. The Dutch yokes used then were very roughly made. Lumber was sawed at Lapland, the next settlement. It was piled at the mill, and left for a year, to make it lighter to haul to market. I lived with Michael

Wile when I first came. On starting for myself, I had a small log-house thatched with straw. I cleared land for five years before settling down, and raised my own provisions. At first we used herb tea. We steeped branches of hemlock, and drank it as tea, sweetened with maple sugar, and also used the box berry. I had my first grain ground at George Hebb's mill, the only grist mill this side the river. I used to take it in bags, on a sled. I raised fine root crops, and had splendid wheat in the burnt land. Wheat would do well still, if the soil was drained. We often went to church at Lunenburg, over twenty miles from home. I had to walk there to post letters for England, and when I expected any, had to go there for them. The first mail from Lunenburg was brought on horseback. Timber of great size grew in the forest. There were trees more than two feet across the stump, and over sixty feet high. There are none so large now. We used to dress like the Germans, and had woollen sleeves knit by the women and caps of the same material. What was called "petticoat and bed-gown" was worn by females, and they had something like a handkerchief for the head. There were no spinning-wheels but of the roughest kind. The thread used was made at home. Men wore moccasins made of moose-skin, which was washed and dried, and pounded with a mallet of wood, to make it as much like leather as possible. All the clothing I have on to-day was made by my wife. The girls used to go to Lunenburg, with eggs in withe baskets made by themselves. They walked barefooted to the Spectacle lakes, where they washed their feet, and put on stockings and shoes made together, out of old woollen petticoats and bed-gowns. Rudolf was the only merchant in Lunenburg then. I have paid \$10 a barrel for rye flour and corn-meal at Lunenburg. The third year I was in Waterloo, we brought flour up the river by a raft, or roughly formed boat, to where Miller's store was. Four of us had been to Lunenburg with treenails, for which we got \$10 a thousand. From Miller's to Lunenburg the stumps had been taken out of the road. Much of the way from Waterloo was over cradle hills and stumps, and I have hauled out oakstaves in the summer with cattle

and sled. The roads made at first were rough and very narrow. We had often to cut notches in the large stumps when waggons were first used, to let the hubs pass through. The winters were very severe in those times, but we did not mind it as much as we do cold weather now. When we were hunting, and sometimes in travelling, we cut down branches and made a bed on the snow, with a big fire in front. I came from Waterloo to Miller's store many times, with a basket of eggs on my head, and another in one hand, and one of butter in the other; and returned home the same day, or at night. Times are not as they used to be. It is a pity that young people do as they do now about dress. There is too much pride, and too much carelessness in the way of working."

JOHN ADAM FIENDEL.

"BRIDGEWATER, February, 1889.

"I was born near Bridgewater, March 19th, 1800. Will be eighty-nine next month. My father was John Fiendel. He and my grandfather, George, came from Germany. I was four years old when I went with my father to New Germany. The road was rough. He wrapped me in a blanket and took me on horseback. We had to ford the river by James Mossman's, Riversdale, where the railway bridge is now. The horse struck a rock and threw us in the water. My father moved to where Ephraim Fiendel now lives by the lake. He dug a trench, or hole, in the side of a hill, and covered it with spruce boughs and birch bark. Poles were put down for a chamber floor, and these were covered with ground. When they moved about below, the earth would fall through. The lower floor was made with poles. Sometimes they split them—they had no boards. William Woodworth moved there a few days after, near father. We lived there a spell, and got out of provisions, and had nothing to eat for three days but fish, caught in the lake, and milk. The fish were caught with hooks made of pins; they were white and yellow perch, and trout. The Indians (Solnows, Jeremies, and others) used to dip salmon, sometimes as many as eighty in a day, at Indian

Falls. Lohnes and my father once put a net in an eddy under the falls. It sunk, and they did not find it till the water fell away in the summer. Bones of salmon were left in the meshes. Salmon would try to jump over the falls, and would strike the rocks and fall down helpless, and then come to again. In dipping, three salmon would often be got at once. Alewives would get up to the falls, and the people would dip them in large quantities. They were taken in ox-teams to Lunenburg and other places. In planting potatoes, the Indians used as manure the shad and alewives which they could not eat.

"The meadows gave hay for cattle. This induced people to move in. My father used to winter cattle from Bridgewater. He turned his cattle out the last week in March, and they made their own living in the woods.

"We had to go sometimes to Lunenburg to church, and would get to La Have on Saturday, and to town on Sunday morning. Parson Cochran used to preach at New Germany, sometimes in Joseph Morton's barn, near Barss's corner, and at other times in John Fiendel's barn. He used to come even in snow-storms, and often stopped all night at my house. Once he was much hurt by a fall from his horse stumbling. After many years a church was built. Bishop Inglis consecrated it. Great crowds were there.

"Thomas Penny went to New Germany a year or two after us. He was a very large and strong man, and would carry a bushel and a half of potatoes on his back from Bridgewater to his home. It was a good while before there were waggon roads. We had to take butter to Lunenburg, our nearest market, for some years in baskets by hand.

"Men and women wore home-made clothing. My wife spun flax and wool, and I carded it with hand cards. Sometimes we had a piece of check for a woman's dress. My wife wore one in Bridgewater. An officer from Halifax heard that a woman there had such a handsome dress on; he saw it, and admired it much. It was of different colors, and looked fanciful and well.

"Father took us to old Mr. Henry Cook's, and he was very

kind to us. He asked me if I could make him a wooden hat. I stripped yellow birch with a jack-knife and braided it for the hat. My mother sewed it. I took it down, and Mr. Cook put it on, looked in the glass, and told his wife to pay me. It was quite light. A bear came out and killed one of Mr. Cook's lambs, and my father said I could make a trap. I built it with stakes and weight. Mr. Cook said, 'How many ways did you leave for him, sonny?' I said two, because I had built it with two doors so that a bear could go in either way. One was soon caught, and Mr. Cook sent a paw and a piece of meat to show that the trap had succeeded.

"I had a fine farm, one of the best in New Germany, after much hard work. I cut from twenty to thirty tons of hay, and kept eighteen or twenty head of cattle, two yoke of working oxen, and three horses. We made butter and cheese in large quantities. A man came 'once from Liverpool for cheese, and bought eight, sweet and good. I did the shoe-making and wove plenty of homespun. I made £9 in cash with a hand loom, in one winter, working for different persons. I got sixpence and sevenpence a yard for weaving. It was a long time before stoves were used. We had big fireplaces, and used to pack in logs enough in one to heat the whole room. La Have bridge was built long after we moved to New Germany. I can remember when there was no street in Bridgewater, only a path through the bushes.

"Melchior Broom, who was frozen to death in the woods, had a store where old Mr. Newcomb afterwards lived. He had no goods for sale, but used to keep what coasters brought for the people till they could haul them home. I can also remember when there was not a single building of any kind where Bridgewater is. James Nicholson came over here and built one of the first houses—the one Mr. Harley had afterwards.

"In those times people used a great deal of rum, and it killed lots of them, as it has done in other places. I saw a man killed at Lunenburg from rum. He was a Niforth, Clerk of Militia. A Conrad killed him. They were drinking all night, and at daylight they came to blows. Niforth was from Kingsburg; he died in an hour after he was struck. Conrad's

brother told him to strike Niforth under, and in doing so the blow killed him. When the militia were drilled at Lunenburg, many used to stay all night in the taverns. You could find but few people who didn't drink. There was not so much drinking at New Germany as outside of it. What affects the brain injures the system.

"When I was fourteen I went partridge hunting, after a little fall of snow. I found a moose lying down; I put in a bullet I had and killed him. He weighed about four hundred pounds. We had moose meat instead of partridges. Flintlocks were used then altogether. I went with a Waterman, who was making ton timber with my father to be rafted to Bridgewater.

"I saw eighteen caribou, twelve in the first lot, and half an hour afterwards six more, travelling on the ice down the New Germany Lake, just walking in the middle of it. They went into the woods—a pretty sight. It was a good show. One day, when the ice was quite smooth, we saw a large otter and a wild-cat. The dogs went after the otter; he got away in the woods, then they followed the wild-cat and killed him. A neighbor's dog (Carver's) went in the woods and brought out the otter on the same track it went in, and the dogs killed it on the ice. The wild-cat had its teeth broken on a steel trap I had set. It was a very exciting time; they were about twenty rods apart. The otter seemed to be going down, and the wild-cat up, the lake. The wild-cat was very large. The otter-skin brought fifteen shillings. We used to catch lots of bears, moose, otters, wild-cats and other animals. Simpson's and Ramey's cattle were killed by bears. I set two traps and caught two bears. I killed seven moose. A little dog I had scratched at a hole returning from the woods, and an otter came out and killed him. I went out one evening and called a moose. He answered me. Then I called too much, and he detected my deceit. He was quiet; no more sound; couldn't get *him*."

Mr. Fiendel died at the residence of his son, Mr. Ariel Fiendel, Bridgewater, January 10th, 1891, in his ninety-first year, and on the twentieth anniversary of the death of his wife.

MICHAEL WILE.

"WATERLOO, April 4th, 1894.

"I am a son of Andrew Wile who lived where David Wile now resides, near Bridgewater, and was eighty-five years old, 5th of February last. I was the first man who came to what is known as Waterloo Settlement, and I built the first house, the lumber for which I hauled from George and Michael Hirtle's mill, at what is now Newcombville. Michael was my wife's father. We lived here for three years without any neighbors. George Hirtle was the next man who came in, followed by John Hirtle. I was five or six years without any road. At first I used long sleds. When I went to Lapland for boards in the summer, I took a sled. We had no regular roads or waggon. John Heckman, M.P.P., gave road money to old Mr. Frossel. I had the first horse, but it was after I had been here over twenty years. Mathias Wentzel, at Bridgewater, made my first ox-waggon. When we came here, Bridgewater was nothing. There were no shops there but Hotchkiss's shoe shop; I went to Lunenburg to do my shopping. After the road was made, I brought my goods with horse and waggon to my father's, and from there with an ox-team. There was no post-office, and we had no letters nor papers. We went to Bridgewater and heard Rev. Joshua W. Weeks preach in several places; one was John Hyson's house. He was a fine, clever, good man. Rev. H. DeBlois preached here in William Wile's house, nearly forty years ago. I used to buy biscuit from Mr. Kaulbach, in Lunenburg, baked by him, for five dollars a barrel. The first flour I used was from my own wheat. I raised one hundred bushels in a season, and sold a lot of it for two dollars a bushel. John Frossel had a log-camp about two miles north-east from me, but not in the Waterloo Settlement; still it was called Waterloo. He came from Germany. The land grew hardwood when I settled here. There was much rock maple, two and three feet through. I can show you the stump of an old black birch three feet across; oak and ash were of immense size. I made half a thousand puncheon staves out of one tree. Captain Hines came out here some years

ago, and got a piece of oak thirty feet long and fourteen inches square. In old times we had ash two and two and a half feet through. We often had boards of those widths. The top of this table, in use over fifty years, is twenty-six inches across, made of one pine board. I helped to cut down a pine in Lapland four feet through. We could easily get three barrels of sap out of one large maple, and used to have six barrels of sap standing at once. We made two hundred pounds of sugar in a season.

"For light, in early times we had lamps with fish-oil, the wicks placed in spouts at the sides. Over the lamp was a funnel, big at the bottom, and above a barrel was turned over it, in which lamp-black was gathered, and which was sometimes sold.

"I was quite a moose-hunter. I shot my first one about three miles away, the second year of my residence here, and got the hide tanned with alum at Lunenburg, out of which I had a pair of trousers, and wore them in the burnt land. The women cut them out, and I made them. This was a great moose country, and it was while I was hunting that I saw this hill and took a fancy to it. Some of us were out once, and my brother George and I were together, away from the rest. I fired and struck a moose twice, and he turned on us. We had to get up trees, and had our fingers full to save ourselves. When he moved a little away, we came down, and I killed him with the third shot. He weighed about eight hundred pounds. Sometimes men would kill ten in a season. There were also plenty of caribou and bears. When I had a camp, the bears stole my provisions while I was off to my old home. After I had my first house built, I left a lot of things for food tied in a bag, which I hung up when I left to go to father's place. The bears tore out the sashes and carried all away. Indians used to camp on the brook near this, and catch otter, mink, and other animals for fur. Fine trout were caught in the streams, but the mills have interfered with the fishing.

"Mr. James Dowling's father taught school in my house for a couple of winters. He walked out from Lunenburg. He was a good teacher and a fine man. Our first school-house was built in

a hurry. There were not many children, and we decided to have a building 18x20 feet. Four of us went into the mill on Monday morning to saw the frame. While some were sawing, the rest were framing outside. We put it up, roofed it, and boarded it in, so as to be dry and comfortable, and on the next Wednesday morning the teacher and scholars met in it and commenced the school."

Mr. Wile died at Waterloo, April 8th, 1895, aged eighty-seven years.

Mrs. Wile said: "I used to be much alone when I first came here. The third day after arrival, while Mr. Wile was hunting, I heard the cry of a cat-owl, a sound I had never heard before, and I was terribly frightened. I looked out, and after a while I saw my husband's leather cap, and knew he was coming through the woods. When he came in I was white as a sheet, and he told me what made the strange noise. On the evening of that day fifteen moose-hunters arrived, and went off the next morning. When I lived at Summerside I saw a woman from New Germany going to Lunenburg on horseback, dressed in petticoat and bed-gown (a sort of loose calico jacket). This was Mrs. John Fiendel, mother of John Adam Fiendel. She used to go in that way alone to Lunenburg. John Zwicker, an Oxner, and a Rudolf were the only merchants in Lunenburg as early as I can remember.

"When we made maple sugar in old times the sap would now and again get slimy and wouldn't come to sugar, and then it was boiled for candy. We had a pot which held six pails of sap, another four, and others one and two pails. Three were on the crane in the big fireplace at one time. We sometimes boiled two barrels of sap at once.

"I used to take my little children in a big basket to the field where I was reaping or doing other work, and spread a quilt in between the stumps and put them on it, and place another quilt above them for shade. We had to work hard in those days, but we were very happy."

CATHARINE RAMEY.

" LAKEVILLE, Lapland Road, April 6th, 1894.

" I am the widow of John Ramey, and daughter of Leonard Nagler, who lived near Conquerall Bank. He and another man left the river in a schooner, many years ago, for Halifax. They were never heard from, and it was believed they perished in a terrible storm. I will be ninety-one years old on next Sunday, April 8th. I had eight children. I have living thirty-one out of thirty-four grandchildren, and none of my twenty-seven great-grandchildren are dead. When I was a young girl I took care of John Vienot's children; he used to frame buildings. Melchior Broom lived on the place where James Hirtle lives, opposite the Exhibition Building, Bridgewater; Mr. Vienot, near where James Tobin lives, and Nicholas Conrad on property now occupied by James Heckman. When I was about nine years old, I and a little boy carried dinners to Mr. Vienot, when he was working at the house Frederick and Garrett Wile built on the place where Joshua (W. J.) Wentzel now resides. There was only one other house in Bridgewater, a small one by the river, in which old Mr. Hotchkiss lived; and there was a store down by Newcomb's Brook to keep goods in till the people for whom they were brought could haul them home. There was no bridge then. I saw horses sometimes wade across near where the dam is now, and I have seen them swim across below. I used to wade over and go to my Uncle Peter Hirtle's, who lived on Bolman's Hill. There was only a rough roadway cut out by the river on the Bridgewater side. We had to walk to Lunenburg to church, and the road was very lonely, with but few houses. Michael and Jacob Hirtle lived at Summerside; John Hirtle, on the hill this side of the mill; then there was John Koch's, and Philip and John Crouse lived farther on. John Wentzel kept the Half-way House.

" I was confirmed in Lunenburg by Parson Temme. I walked in with others once a week during the summer to be taught by the minister for confirmation, and the last month I stayed at his house. Mr. Temme was cross when we didn't know our

lessons. His wife was Parson Schmeiser's daughter, and a fine woman. There were no schools about the country where I was. My father taught me my A B C's, and then I learned to spell. When I was a young woman I lived in Lunenburg ten years. I was at Dr. Bolman's. He used to have friends come from Halifax. One was a lawyer—Sawers. I also lived with his son, a doctor, and with Charles Bolman the lawyer. The Bolmans were fine people. Mr. Aitken was the Church minister : Temme, Lutheran : Moschell, Presbyterian, and Pope, Methodist. I lived a year at Mr. Temme's. When he was going into the country, he would get into his covered waggon in the barn, and I would take down the bar and let him out. He was coming one day to the Branch with his daughter Augusta, for a marriage and some baptisms, and I was all ready to walk out home. After he left the barn, I ran down over Gallows' Hill and travelled behind his carriage. He got out at Charles Rudolf's, eight miles from town, and saw me close by, and said, 'For goodness' sake, girl ! how did you get here ?' I came out pretty fast. My brother, apprentice to Newcomb, put me across the river, and I had a short visit home, when old Mr. Haine put me over again and I walked back to town, and was there before the parson.

"When I lived home, clothing was of material woven there. We made our own thread, except a little very fine. I had to spin for upper and under clothes. People thought they were well dressed from their own weaving. The first dress I bought was from John Zwicker, in Lunenburg. It was cotton, and eight yards for four dollars. White cotton was from two to three shillings a yard. Women's bonnets had a flat round piece behind, and were up high, with a small forepart. Shoes were made at first by patching the soles of thick stockings with pieces of old bed-gowns, or such like stuff, and sometimes tanned sheepskin was used. Low shoes were worn afterwards, and we also had buskin shoes. Some had shoes with buckles. The first shoes I had were made by Mr. Packley, below Conquerall Bank. They cost ten shillings, and I paid for them by planting and hoeing potatoes at fifteen pence a day.

"Mr. Moschell was the first minister I heard preach at

Bridgewater. He buried old Mrs. Honicle Conrad, and preached in the house.

"I was at the first wedding Mr. Cossmann had. He came out to Bridgewater and married Nicholas Conrad to his fourth wife. Weddings in old times lasted often a day and a night, and part of next day. They had fiddles and dancing and great feasts, with plenty to eat and drink. Some had more drink than they should have had.

"George Hebb had the first horse. Old Mr. Haine below the shipyard had the next one, and then old Mr. Harry Koch had one. John Wile got two, and he and his wife each had one to go together on horseback to Lunenburg. They lived where Norman Wile lives now.

"I was up all last week. To-day I had to stay in bed, on account of rheumatism in my back. I can read in this German Bible. I put my trust in the Lord. I see all the old people going, and I feel as if I should go too. I am ready to die, but must wait till the Lord comes for me."

She died February 23rd, 1895, in her ninety-second year.

JOHN GEORGE FIENDL.

"FARMINGTON, New Germany, August 16th, 1895.

"I was the first white child born in New Germany, and will be ninety years old if I live to January 5th next. When I was a boy, there were no roads in this part of the country. I saw John Pernette survey the first lines. We had to meet many difficulties. Our house was a very poor one, covered with hemlock bark. My father built a saw-mill where James Fiendel lives. We took grain to Kaulbach's mill, at North-West, and went in by Steverman's Corner, and on to the mill, where Kaulbach sent us rations to eat. We took a day to go, arriving about sunset, and one to return. The grain was ground at night. I once took about four bushels of rye on the horse's back, and at Birch Hill, back of Riversdale the bags fell off. I brought the horse alongside a tall stump, and rolled the bags up it, and on to his back. There was no road for a waggon, and there was not a carriage in this part of the country. Our comforts were few. I made many a meal of potatoes and salt,

and potatoes and milk. We had woods tea, and some made of garden herbs. My mother once bought a pound of shop tea for a dollar, and put it in her trunk, and got it out when friends came along. I wore shirts and trousers made of tow. Weaving was generally done plain, with one thread; now it is twilled with two threads. I had shoes made of rawhide. We used to walk to Bridgewater by a rough path full of stumps and stones. We went to church in Lunenburg, reaching Bridgewater Saturday evening. My father and mother brought things out to the foot of Wentzel's Lake. My mother walked along the shore with a tow rope, and my father stood in the boat, and with an oar kept it from the shore, and by drawing and rowing they came to Morgan's Falls. We used to take people up the New Germany Lake, and land them on the other side, before there was a road. When I was a boy, I took a half bushel of potatoes on my back a mile, and planted them in the burnt land, and dug thirteen bushels. In early days wheat grew well. I sowed a bushel and a half, and raised thirty-three bushels. The next spring I sowed three bushels, and had eighty-three bushels. You can't get such crops now. The woods were full of wild animals. I have killed twenty moose—the first one when I was fifteen years old. I have seen twenty-four caribou in one flock. One day a gang of seven or eight men went after a moose. I saw him near where Lewis Arenberg lives, and was setting the dogs at him, when he made for me. I got on a tree that was partly broken off. My brother Michael came along with an axe, and the moose was disabled. Arenberg, Michael, and I sat on him, and when the men who started him arrived, I asked them where he was, as they did not see him till we got up.

"There was plenty of the finest timber, and every man could cut it where he liked.

"I have been married twice, and am the father of thirteen children, ten of whom are living. I have enjoyed good health through life, but my hearing is not now as it used to be."

The above statement was made at the house of a relative, to which Mr. Fiendel and his wife had driven, about five miles from their own home.

CHAPTER XXXII.

Remarkable Instances of Longevity—Epitaphs—Old German Bibles.

AMONG those who have been laid away to rest in the churchyards of this county, a very large number have attained to great age, and some of them were centenarians. Many exhibited to the dying hour a wonderful retention of health and enjoyment of their faculties.

Charlotte Regina Douglas, daughter of the late John Mossman, of Kingsburg, died many years ago, aged 100 years and 10 months. Her only sister died at ninety-six, and their youngest brother at over eighty years of age.

Johanna Barbara Kaulbach, wife of the first and mother of the last Sheriff Kaulbach, attained the age of one hundred years on the 11th day of February, 1869. Of her descendants, 119 were then living, while forty-four had preceded her to rest. The whole number included fourteen children, sixty-one grandchildren, eighty-three great-grandchildren, and five great-great-grandchildren. She retained the use of all her faculties, except that she was in some measure deprived of hearing; recollected the events of her early years, and could read and knit without glasses. On the above-named anniversary of her birth, she received at her residence in Lunenburg more than one hundred visitors, and in the evening entertained a large number of her relatives. Before the latter separated, prayers were offered by the Rev. H. L. Owen, with thanks for God's extended goodness to His aged servant. On the day on which she attained 101 years, she went out for a sleigh-drive and dined with the Hon. John Creighton. She died April 21st, 1871, aged 102 years.

Mrs. Kaulbach had seen part of the picket fence which the early settlers had erected from the front to the back harbor, to help protect Lunenburg from the Indians.

A few weeks before her death she was out driving with her grandson, H. A. N. Kaulbach, Esq. (now Senator), who says she was then *active*, required no help in getting into the carriage, was a fluent talker, and was possessed of all her faculties in an extraordinary degree.

Thomas Cotton Hallamore, a native of Falmouth, England, died at New Cornwall, April 18th, 1875, aged 102 years, 7 months and 13 days. He came to this country in the brig *Jane*, with General Bowyer, when he was sent out to relieve General Ogilvie. When he was over ninety-six years of age, the writer saw him in his son's barn removing straw, the grain from which had just been threshed out, and in reply to an inquiry about his health, he said, "Oh, I am very well, you know; only a little deaf." He spoke of John Wesley, whom he knew intimately. He had heard him preach, and met him frequently at his father's house.

Margaret Lohnes died at the home of her son, by New Germany Lake, February 9th, 1882, aged 101 years, 1 month and 15 days. Mrs. Lohnes had always been free from serious illness until seven years before her death. During these years she was confined to bed, having lost the use of her limbs. Before this affliction came, she could spin and knit and do other work as well as in earlier life. She could not read English, and spoke it only to a limited extent, but she was able to read her German Bible, and without glasses. Her memory was exceedingly good. She suffered much from severe pains in her limbs, and expressed a desire to be taken to a world where there was no sickness. On the day of her death she lay from early morning until about two o'clock, as if asleep, and then passed very quietly away. She was a member of the Lutheran Church, and while unable to attend public worship, she was visited by Rev. C. Cossmann, who held services and preached in the house, which was to her a source of great comfort.

Elizabeth Reynolds was born on an island near Chester Basin, and was first married at Halifax, in 1812, to Joseph Bruin Comingo, a grandson of Rev. Bruin Romcas Comingo, commonly called Brown; and was again married, in 1827, to Worden

Beckwith, of Cornwallis. He died March 25th, 1840. Mrs. Beckwith lived with Robert A. Smith, Esq., of Chester, for nearly half a century, until her death, December 9th, 1893, at the age of 100 years, 11 months and 22 days. Mrs. Smith, whose maiden name was Eliza Brown (Comingo), was a daughter of deceased—born at Lunenburg, June 29th, 1820, and died at Chester, March 11th, 1894. Mrs. Beckwith was considered quite a belle in her younger days, and had always a lovely face, which was shown in a well-executed portrait on ivory. She was of a bright and cheerful nature, had no serious sickness for fifty years, and altogether did not keep her bed for a month. Mrs. Smith said that of all the persons in the house she had given the least trouble. Her memory was remarkable. She gave, in a conversation with the writer, in August, 1893, the particulars of an incident connected with his early school-days, over sixty years before, and which she remembered as clearly as if it had been of recent date. About four years previous to her death, she made for her great-granddaughter, Miss Pearl Smith, a quilt of several thousand pieces. The work was of the best and done without glasses.

Michael Barkhouse, son of Jacob Barkhouse, was born near Gold River, township of Chester, and when a young man lived with Valentine Zwicker at Block-house. He moved thence to Lower Cornwall, and afterwards to Upper Cornwall, where he resided nearly fifty years. He was twice married, and was the father of a large family. In May, 1890, he was 103 years old, and died on the 20th day of June in that year. His health was always very good, and he retained the use of his mental faculties until within a very few days of his death.

Died at Lunenburg, on February 2nd, 1882, Elizabeth, relict of the late Joseph Bailly, aged 99 years and 326 days.

Mrs. Bailly was the mother of Henry Bailly, Esq., Registrar of Deeds. During her long life she always enjoyed good health, and almost to the last could do any kind of work without glasses. When over ninety years of age, she did fine hemming in silk. Even when her memory was failing, her sight was wonderfully good, and she could read in her German Bible and

in English. There is a well-executed painting showing her in her wedding-dress, with her hair in straight bangs, wearing gloves reaching above the elbows, and holding her first child on her lap. She was confined to bed a few weeks before death, which was caused more by a general breaking-up of the system than by illness.

About 1883, Sarah Vienot died at Block-house, in her ninety-ninth year.

1886. July 5th.—Mrs. Lowe, widow of P. G. Lowe, New Canada—99 years and 17 days.

1887. October 7th.—Frederick Knickle, Lunenburg, ninety-nine years. Served in the garrison at Halifax, in 1812. Pensioner.

1890. February 14th.—Elizabeth, widow of Leonard Rhodenhizer, Summerside—99 years and 3 days.

The united ages of these ten persons, six of whom were one hundred years and over, make 1,007 years, 6 months, and 20 days.

Frank Suldenia, known as "Frank the caulker," born in Italy, died in the house of Mr. John Dowling, Lunenburg, about 1869, at the age of 105 years, as found after his death, by Mr. Peter Cantelope, with whom he had lived for twelve years, in a book which recorded the date of his birth. He had the use of all his faculties to the last, except that his eyesight was somewhat dim. It is said that he fought under Lord Nelson, and served in the ship in which he died.

In 1891, Mrs. Susanna Catherine Zwicker departed this life at Oakland, near Mahone Bay, at the age of 98 years, 8 months and 23 days, leaving fifteen children, ninety-six grandchildren, 178 great-grandchildren, and thirty-two great-great-grandchildren to mourn her departure.

Valentine Zwicker, brother of Mrs. Kaulbach (centenarian), died at Block-house, September 20th, 1871, aged 97 years, 8 months and 11 days. His nine children were all living at his death. He once carried a ten-gallon keg of molasses and a dollar's worth of sugar two miles, from Mahone Bay to Block-house.

1888. December 23rd.—Sophia C. Rodigast, La Have Road, in her ninety-eighth year.

John Henry Hiltz, who lived at the Narrows, near Martin's River, died about the year 1860, aged ninety-five years. He had several great-great-grandchildren, and about 340 descendants, in all, living at the time of his death.

1878. June.—Mrs. Annie Kedy died at Martin's River, 92 years and 7 months old. In the spring of the same year, while spinning, she rocked a cradle with one foot, and her wheel with the other.

September 24th.—Susanna E. Fiendel (wife of Andrew Wile), aged ninety-three.

1879. December 29th.—Catherine Ramey, 92 years, 6 months.

1880. December 16th.—Christina C. Penny, of Branch, aged ninety-four years. This aged lady was the mother of fifteen children, and these were the parents of eighty-nine children, to whom were born 209 children, and they in turn were the progenitors of eighteen children, making a family of 331 souls born during the lifetime and from the issue of this aged mother.

Died at Clearland, Mahone Bay, on the 5th day of July, Mrs. Philip Lantz, in the ninety-sixth year of her age. The old lady had remarkably good health all her life, and was only sick a few days before her death. It is said that she never wore glasses, as her sight never failed her. Her next sister, Mrs. Jacob Lantz, was then in her ninety-third year, and a hearty, active old lady. Her youngest sister, Mrs. Melchior Zwicker, died the previous year, at the age of eighty-six.

1883. March 6th.—Ann Silver, Upper Branch, in her ninety-third year. In 1882 she walked alone, by easy stages, more than twenty-five miles to Eastern Points, to visit her daughter, and returned after three weeks' absence, walking all but seven miles. Up to her death she had the use of all her faculties. Never wore glasses. Hair black, with slight tinge of grey in one place. Hemmed handkerchiefs in the fall of 1882. Spoke distinctly just before her departure.

1884. April 10th.—At Five Houses, Mary, relict of late

John Romkey, 94 years, 5 months and 15 days. Had been a widow fifty years.

June 15th.—At Pentz Settlement, Michael Wilkie, in his ninety-sixth year.

November 1st.—Christiana Conrad (of original family of Teals), aged 94. She was in perfect health, read without glasses and could walk with ease any ordinary distance up to three weeks before her death, when she met with a fall from the effects of which she did not recover.

1885. April.—Mrs. William Turner, Northfield, 92.

June 6th.—Martin Sperry, West Dublin, 97.

June 26th.—Mary E., widow of late William Eisenhauer, and mother of J. D. Eisenhauer, Esq., Lunenburg, 93.

Thursday, September 10th.—George Bochner, Martin's River, in his ninetieth year. Buried the next Sunday. His sister died at New Ross, the Thursday before his death, and was interred the following Sunday.

In 1886 or 1887, Annie, widow of John Knock, died in New Germany, in her ninety-eighth year.

1887. January 10th.—Catharine Arenberg, Bridgewater, in her eighty-ninth year; and on June 5th, her sister, Sarah Hubley, in her ninety-second year.

1888. July.—Andrew Himmelman, New Dublin, 94.

July.—Mrs. Anna Baker, Baker Settlement, 95.

1889. April.—Margaret, widow of Conrad Wentzel, of Bridgewater, in her ninety-fifth year.

1891. May 22nd.—At New Italy, John Herman, 92; and on the 24th, his widow, 83. Married sixty years before.

December 30th.—At Newcombville. Catharine, relict of late John Wile, in her ninetieth year. She had a wonderful retention of all her faculties. Walked about the room day before she died. Had no sickness or suffering. Read German Bible and prayer-book. Said she was dying, folded her hands, prayed, and passed away.

1893. February 19th.—Mrs. John Langille, Mahone Bay, in her ninety-fifth year.

21st.—Mrs. Jacob Cook (*nee* Elizabeth Hahn), Indian Path. Born at Back South, January 21st, 1812. Although all her children, and the people around her, could speak English, she could not understand or speak that language.

1894. April 1st.—Mrs. Mary A. Webber, Chester, widow of late John Webber, Windsor Road, in her ninety-fourth year.

November 2nd.—John Crouse, Baker Settlement, in his ninety-fourth year.

Many of both sexes, besides those who have been named, have attained at death to over ninety years. A complete list of those of very advanced age would fill a volume.

As a proof of the vigor and health which many of the inhabitants retain in old age, the writer may mention that he met on the 24th of June, 1869, at Wentzel's Lake, two sisters, Mrs. Penny, aged eighty-five, and Mrs. Wentzel, seventy-three years. They had walked from the Branch, a distance of eight miles, and had still to walk two miles before reaching their destination. The heat was the only inconvenience they seemed to feel.

In August, 1889, Mrs. Jacob Mason, eighty-four years old, walked from Eastern Points to Lunenburg, about five miles, and had her photograph taken.

In 1891, Lewis Hirtle, of Indian Path, aged 90, helped his son make the hay, and attended to other farm duties.

On November 17th, 1892, Thomas Jodrey, of Block-house, near Mahone Bay, then ninety-one years old, drove a pair of steers into Lunenburg.

Leonard Hirtle, of Indian Path, ninety-two years old, in October, 1893, was described to the writer as "a strong-looking man, straight as a fir-tree, rosy-cheeked and soft-skinned, hearing good, sight failing. On ninety-second birthday, which fell on Sunday, he walked from Indian Path to Cross-road Lutheran church, and home again, four and a half miles."

1894. March 30th.—Mrs. Jacob Himmelman, of Middle South, aged 92, bright and active; memory, hearing and eyesight good. Reads her German Bible and prayer-book.

Gotleib Moser, Kingsburg, was eighty-five, November 1st,

1894. Memory and hearing good; eyesight remarkable. A daily reader, without glasses, of his German Bible and prayer-book.

There are living in this county a large number of very aged people, many of whom are to be seen in their houses busily engaged in reading religious German books, especially the heavily bound Bible, which their ancestors brought from "dear old Vaterland;" evidently preparing for that last journey, on which the lengthening shadows warn them they must soon set out.

On the first day of June, 1895, the following, among others of advanced age, were living in the county:

John Silver, of Martin's River, ninety-two years. "Fairly well and hearty."

Mrs. George Jodrey, Mahone Bay, ninety-three, on March 22nd, 1895.

Mrs. Charles Hughes, Faubaux, ninety-one, in September, 1894. "Well and hearty."

Mrs. David Ernst, Block-house, ninety-three years. "Walks three miles to Mahone Bay."

Mrs. Leonard Mader, Mahone Bay, ninety years. "Quite hearty; keeps house, and attends to her business yet, with alacrity."

Mrs. Frederick Boehner, Martin's River, about ninety-five. "Well and hearty."

Mr. Frederick Hyson, ninety-five last birthday. "Can walk well to attend church; hale and hearty."

In July, 1895, Elizabeth, widow of late David Langille, and daughter of the late Adam Mader, of Mader's Cove, was living on Big Tancook Island, where she has resided for more than sixty years. Mrs. Langille is in her ninety-sixth year, her health is quite good, and she is in the enjoyment of all her faculties.

Jane Simpson (widow of John) lives at Ohio, five miles from New Germany. She is in her ninety-sixth year, and has the use of all her faculties, except that her sight is somewhat dim.

EPITAPHS.

There are in the cemetery at Lunenburg, inscriptions which have become illegible. The following are some of old date :

On a slate stone, with flowers carved at the top—

Here lieth the body of **GEORGE JUNG**,
Born February 19th, 1770,
Died January 7th, 1793.

Here lies the body of **MARY ELIZABETH JUNG**,
Born April 23rd, 1763.
(The rest of the inscription is underground.)

Here lieth buried **GASPER HECKMAN**,
Born 30th December, 1761,
Died 2nd January, 1802.

Hier ruhet in God.

JOHANNES REHFUS,
Geboren in Jahr Christy,
1720, 29th December,
Gestorben In 22nd May, 1798.

The inscriptions on the oldest grave-stones in the parish churchyard, Mahone Bay, cannot be all deciphered. They commence with the following line :

“Hier Ruhet in Gott.”

From one we learn that a person (name illegible) was born in 1709, and died in 1787; while on another stone it is recorded that a birth was in 1714, and the death in 1789.

The following is a copy of an inscription on one of the grave-stones in the burial-ground near the Cove Marsh, two miles below Bridgewater :

In memory of **ADAM HEB**,
Who died October 17th, 1803,
Aged 64 years.

Kom o tod du schlafes bruder,
Kom und führe mich nur fort,
Löse meines schiffeins ruder,
Bringe mich in sichern port.
Es mag wer da will mich scheuen,
Du kanst mich viel mehr erfuen :
Son durch dich kom ich hinein,
Zu den schönsten Jesulein.—**AMEN.**

Come, O death, thou sleep's dark brother,
Come and lead me forth to Go!—
Loose of my soul's ship the rudder,
Guide me safely into port.
Let him persecute who will,
Thou canst soothe and cheer me still,
For through Thee alone come I
To my Saviour's home on high.

After the interment, an oak sapling was planted beside the grave by John N. Hebb, son of the deceased. In the summer of 1878, it measured in circumference, three and a half feet from the ground, 54 inches, and in July, 1895, the girth at the same height was 66 inches. It is a very tall, widespreading, and handsome tree.

Mr. Heb was named Hebb in the grant of the township of Lunenburg, dated June 30th, 1784. He bought land from Mr. Pernette, and built a house and saw-mill near the present shipyard at Bridgewater. He also built a shallop and engaged in the coasting trade. In both cases he was the master-builder.

Another stone, not far from the grave of Mr. Heb, is inscribed as follows :

JOHN BOLEIVER,
Died September 4th, 1855,
Aged 74 years, 10 months.

Neither am I so desirous to live, but yet I am willing and heartily content to remove out of this body, that I may be with my Lord, freed from these restless temptations.—AMEN.

CATHERINE—wife,
Died May 6th, 1854,
Aged 64 years, 7 months, 23 days.

The place where these interments were made was used as a public cemetery before burial-grounds were opened in Bridgewater. The approaches to it from the Lunenburg road are by romantic paths covered with pine-needles which fall from the overhanging branches of the trees. This cemetery is well kept, and the flowers about the graves show that the dead are not forgotten.

OLD BIBLES.

The following paper refers to several Bibles, among a number of others seen by the writer.

German Bible of Rev. Adam Moschell. Stuttgart: Johann Benedict Mezler. 1758.

One of these Bibles was owned by Wendel Wüst, who came with the original settlers. On the title page is the following:

"BIBLE,
THAT IS
THE COMPLETE
HOLY WRIT
OF THE
OLD AND NEW TESTAMENT,
SUCH AS

Martin Luther began Anno Christi, 1522, to translate into our German
Mother-tongue, and completed Anno, 1534.

WITH COPPERPLATES, NEW AND BEAUTIFUL, OF THE RULING
POWERS OF SAXONY.

Besides not only a picture of M. Luther and family, copied from original paintings, and a biography; but also at the end of the Bible, a short account of the Augspurger Confession, as it was presented in the year 1530, to Kaiser Karl V.

PRINTED AT NÜRNBERG, MDCCLXX."

The following is written: "Im Jar Crüsti, 1777, Januari den 15, hab 'ich dise bübel gekauft bei Martin Kolbach, vor drei Funt—Sage drei funt.—Johann Wendel Wüst."

Translation: In the year of Christ, 1777, January the 15th, have I bought this Bible from Martin Kolbach, for three pounds—say three pounds.—John Wendel West.

Another of these old Bibles belonged to John P. Hyson, one of the early settlers. It was printed at Stuttgart, 1777. The following is a translation of entries in German:

1737—I, John Philip (Fihlip) Heyson, was born October 20th, in District Ushberg, in the Kur Palatine. The town was called Hering; and, 1751—moved to this country. 1759—married Magdalene Zwicker, March 4th. 1760—March 19th, are my two sons born into the world, and March 21st, brought

to holy baptism, and the names of Frederick Heison, my father, and of my father-in-law, Peter Zwicker, given to them. Then follow the names of Lissabet (Elizabeth), 1762; Philip Wender, 1765; Wilhelm Gorkum, 1768; Melchior Zwicker, 1770; Liesa Fronika (Veronica) Kochin, 1771; Jacob Hirtling, 1773; John Heinrich Lantz, 1776; and 1779, son called by the name of my father's father, Johannes Heyson.

A second book of Mr. Heyson's, containing sermons and other religious matter, has the following on a front leaf:

1797 — Fihlip Heyson bought this book, and gave 23s. therefor. The title page has—

JOHANN ARNDT'S

(Formerly Gen. Supt. of the Principality Lüneburg)

SIX BOOKS OF TRUE CHRISTIANITY, TOGETHER WITH
GARDEN OF PARADISE.

There was a Bible in the house of William Parks, Parks' Creek, which belonged to his grandfather.

THE OLD AND NEW TESTAMENT.

MDCXCXVII.

OBSERVATIONS ON EACH CHAPTER,
COMPOSED BY

REV. MR. OSTERWALD,

One of the Ministers of the Church at Neuschatel, in Swisserland.
Illustrations of the Flight into Egypt, and Christ and the Woman of Samaria.

Another of these German Bibles was owned by John Hebb, son of George. It was printed in Nurnberg, 1738. It is heavily bound with brass mountings, and weighs twelve pounds. There is a fine engraving of Luther and his family, with eleven engravings of German dukes, and several of Old Testament personages; and it is illustrated throughout. The Augspurger Confession and other ecclesiastical documents are added to it; and the book contains in all 1,181 numbered pages, of very large size, and many without numbers.

Two Bibles like the one above described, with the same number of pages, and similarly bound and illustrated, are owned respectively by Captain Isaac Mason and Mr. Isaac Hirtle, of Lunenburg. The date is MDCCLV. One side of the cover of Mr. Hirtle's Bible weighs one pound and a half.

CHAPTER XXXIII.

Baptisms, Weddings, and Funerals in Early Times.

BAPTISMS and weddings were not, in olden times, as summarily disposed of as they are at present. When the people became blest with sufficient of this world's goods, these events were made occasions for friendly greetings and rejoicings on an extended scale.

Baptisms were celebrated with feasting. The godfathers and godmothers, with the guests, met at the house of the parents, after the ceremony, and passed the rest of the day "right merrily."

The modern style of being married by license, if known, was not then in favor. On the second publication of the banns, those about to be united attended service. When the wedding-day arrived, the party walked to church in procession, led by the bride and groom elect. The ladies were dressed in white, with white caps and ribbons, the men wearing white trousers and round blue jackets. At the conclusion of the marriage ceremony they all adjourned to a tavern (as inns were at that time called), and partook of refreshments before returning home, where several days were often spent in dancing and other amusements.

These lengthened festivities were in accordance with ancient customs, as the following extracts from the book of Tobit show: "And he kept the wedding-feast fourteen days." "And Tobias' wedding was kept seven days, with great joy." And see Judges xiv. 12.

The wedding festivities of a burgomaster in the old land have been thus described: "All the relations of the bride and groom were entertained for three days of uninterrupted enjoyment.

The bill of fare included forty-eight oxen, forty-six pigs and sheep, sixty-seven calves, and several hundred gallons of wine."

The provisions once laid in for a wedding in this county included several sheep, eighteen geese, soups, hams, puddings, pies, cake, and wines in abundance. The services of the best "fiddler" were secured, and the performer, a boy fifteen years old, received £8 for furnishing the music at this and a subsequent wedding.

A resident of East Bridgewater was a guest at five of these protracted wedding-feasts in one autumn. He went to the first one on a Thursday morning, and reached home on Saturday evening. From twenty to twenty-five gallons of liquor would be used at one feast, and sometimes men would be drunk before the arrival of the minister. This is another proof of the extent to which liquor was used in early days.

It must have been for such weddings that there was an old recipe for wedding-cake, which is referred to in "Glimpses of an old Dutch town": "It must be mixed in a wash-tub, and contain twelve dozen eggs."

It is related of one wedding-party, that, having crossed to La Have from an island in Dublin Bay, they walked to Lunenburg and back again, a distance of over twenty miles, and on reaching home sent to Ironbound Island for a "fiddler," who went with his wife and child. It was snowing and very cold, and when they arrived the child was almost frozen. From forty to fifty persons were present. Dancing was kept up all night and during the next day. The party had scarcely left the island when the bay was closed up with ice, and so continued for a week.

A fashion prevailed at weddings which caused much amusement. Shortly before supper, on the first day of the rejoicings, a member of the party whispered to the bride that one of her shoes would be removed while at the table. This was done; the shoe was handed round the room, and each guest placed in it whatever coin he could spare; it was then, with its contents, handed to the bride. Sometimes the shoe was offered at auction, sold to the highest bidder, and by him returned, with the pur-

chase money, to the fair owner. In later years each male guest gave one dollar, which, being added together, became the property of the bride.

The host and hostess generally insisted upon the guests remaining until the eatables were disposed of. "Those were days," remarked an old inhabitant to the writer, "when a man *could* keep a wedding."

The following are copies of published notices of marriages :

1820—By Rev. Mr. Orth. Mr. Garrett Richard to the amiable Miss Elizabeth Pentz.

1821—Dr. Sterling Niblett to the amiable, accomplished, and exquisitely beautiful Miss Ann, daughter of James McFairland, Esq., all of Lunenburg County.

November 12th, 1865—Leonard Rhodenizer, of Upper La Have, eighty-two years old, to Mrs. Fraser, in her seventy-first year, widow of the late James Fraser, of La Have.

December 6th, 1882 — Married, at Lunenburg, Frederick Conrad, aged 82, and Sarah Conrad, 28, both of Rose Bay.

Sorrowful seasons were also observed in a manner differing from present practice. The dead were carried some distance for interment at Lunenburg, and the funeral procession was met by friends, at or near the entrance to the town, from whence to the grave singers preceded the corpse, and in sweetly appropriate German hymns gave expression to the general feeling of grief for the loss of the departed.

" A sad procession issues forth,
And yet not wholly sadness
Their mien bespeaks, the while they raise
Sweet hymns of solemn gladness."

The same custom in old Germany is thus referred to: "As the body was carried from the house, the voices of unseen singers lifted the German funeral chant—

" ' Go forth ! go on, with solemn song,
Short is the way, the rest is long.' "

In this county the procession was often halted, and hymns were sung at different places on the way to the churchyard.

When children were buried, artificial flowers were made by the girls, which, being fastened round hoops, and otherwise arranged, were carried in the procession; and, after the interment of the body, were laid on the grave, stones being placed on them to keep them from being blown away.

DIED—At North-West Range, on July 13th, 1836, Elizabeth, wife of Mr. Jacob Eisenhauer, aged thirty years; and on Friday following, her husband, aged thirty-five years—leaving a large family of young children. Their funerals took place on Sunday the 17th, and they were both interred in one grave.

JANUARY, 1884.

At Ironbound, Lunenburg, 3rd inst., Edward Young, aged 61.

At Blandford, Lunenburg, 5th inst., Mrs. Cyrus Young, aged 22.

At Tancook, 5th inst., Viola L., daughter of Joseph Pearl, aged 5 years and 3 months.

The above were all interred at one time on Big Tancook Island by Rev. J. F. Kempton. After the three graves were filled he preached in the church to a large congregation from 2 Cor. v. 9, 10.

Public holidays were always observed, and the Germans visiting the county town on such occasions, made good use of their vocal powers, frequently singing in concert, as is customary in old Germany. A traveller in that country, who visited Heidelberg, writes that "two peasant girls carrying home their bundles of wood, were singing as they went some simple national song; they sang in parts, and with perfect ease, and their voices sounded sweetly on the hillside."

The Princess Alice, Grand Duchess of Hesse, wrote from Nierstein: "This house is quite close to the Rhine, and this instant our pioneers have come by from Worms, on their pontoon bridge, singing a quartette—about twenty or thirty men. It looks so pretty, and they sing so beautifully. On their marches the soldiers always sing, and they have so many beautiful songs, such as 'Der gute Kamerad.' The Germans are such *gemüthlich* (simple, kindly, sociable) people, the more one lives with them, the more one learns to appreciate them."

In many of our county churches singers of German descent form excellent choirs. There are some who, with great lung power and hearty good-will, render hymn and chant in fine style. A good sample of such a choir is the one in the church at Martin's River, where there is no instrument, and where one is considered to be wholly unnecessary.

An English traveller who attended service in "the great old church, in every corner full," in the quiet country town of Gunzenhausen, said, "the people sang lustily, as only Germans can sing."

The descendants of our old settlers have the same fondness for music, and in many houses a variety of musical instruments are used, while even in some of the back settlements, the melodeon or organ, played by the fingers of the farmer's daughter, and accompanied by the sweet tones of her voice, often adds materially to the enjoyments of home.

There are seven fully equipped brass bands in the county. Lunenburg and Mahone Bay have two each, and Bridgewater, Ritcey's Cove, and Petite Riviere one each. A band was organized at Chester in 1872, and was kept up for four years. It was reorganized in 1885. Owing to removal of some members and other causes, it is not at present in working order.

Rev. Albert R. J. Graepp has organized and trained at Bridgewater the "Bach Amateur Orchestra," which, with its musical talent, bids fair to win popular applause.

Teachers in the public schools of Germany must be able to play the violin. Singing is taught in them with the aid of that instrument, the penetrating tone of which appeals best to innate talent. The descendants of those who came from the "broad faderland" show marked ability in vocal and instrumental music. This ability would be more largely developed were the means above referred to adopted throughout the county.

CHAPTER XXXIV.

Education—Progress made in different parts of the County—Teachers—
Hardships endured by some of them.

“ Rich is the harvest from the fields
That bounteous Nature kindly yields.
But fairer growths enrich the soil
Ploughed deep by Thought’s unwearied toil
In learning’s broad domain.

“ . . . The growing mind demands
The patient care, the guiding hands,
Through all the mists of morn.”

—*Holmes.*

SCHOOL-TEACHERS.

IN days when common schools such as are now established were unknown, and when the education of the children of the Province depended to a large extent upon the efforts of various religious bodies, there were to be found in different districts industrious and painstaking men and women employed in teaching the young. Some of these will be referred to in this chapter.

Many parts of the county were settled at a comparatively recent date by persons who, like others of earlier times, were unable to obtain help from abroad, and were obliged to make use of all they could procure within their own domestic circles. The natural result of this state of things was that unless a “travelling teacher,” often ill qualified for his work, offered his services for a short time in the winter, they were without any educational advantages. The people have not been generally indifferent to a cause with which their best interests are so intimately connected. Those who, from the force of circumstances, were prevented from receiving instruction, have been anxious that their children should occupy a more favorable

position, and that the blessings of a sound education should be generally diffused in their respective neighborhoods.)

(In 1811, an Act was passed to establish grammar schools in several counties, including Lunenburg. Each master was to receive £100 a year from the treasury, and an assistant £50, when more than thirty scholars attended.

On the 4th day of July, 1826, a meeting was held in the court-house, Lunenburg, in order to establish a district school.

An Act relating to school lands in the township of Lunenburg was passed in April, 1863.)

At a meeting held in the school-house at Lunenburg, October 25th, 1864, it was resolved to build a County Academy in the town, and assessors and a board of trustees were elected. On the erection of the frame, in 1865, James Dowling, Esq., Captain of the Artillery Company, having loaned cannon, a royal salute was fired from Block-house Hill, and festivities were engaged in by and for the workmen employed. The building was completed in 1866. The main academy was 50 x 90 feet, with an L 50 feet square. The cost was about \$12,000. It was destroyed by fire, September 28th, 1893, and \$25,000 was voted for the erection of a new building.

The annual report of the Superintendent of Education, for the year ended July 31st, 1894, refers to the new County Academy. "Lunenburg has already commenced to lay the foundations of a building for its academy and common schools, which will be an ornament to the town and a credit to the Province."

In its size and situation, and in all its appointments, it is one of the best-equipped institutions of the kind in Nova Scotia.)

There were in the county in 1893 twenty-three, and in 1894 thirty-four, Normal trained teachers. At the Minimum Professional Examination of teachers, there were eleven in the second, and twelve in the third rank. None failed.

There are 146 school sections, and 171 schools. Number of teachers, 180; academic teachers, class A, 2; number of pupils registered at school during the year, 7,552—boys, 3,915; girls, 3,637. Value of all school property, \$63,412; teachers' salaries paid during the year, without provincial grant, \$15,690.

The report of the County Inspector (H. H. MacIntosh) states that "every settlement in Lunenburg County has now its public school, and every one of the 146 sections is organized and active."

"Lunenburg Academy has 12 departments; Bridgewater school, 7; Mahone Bay, 5; Chester, 3; Petite Riviere, West Dublin, Conquerall Bank, Summerside, Ritcey's Cove, and Big Tancook Island, two each."

BIOGRAPHICAL NOTICES OF TEACHERS—COLLEGE AND OTHER PRIZES.

Margaret Hawbolt was a daughter of James Smith, who came from Glasgow, Scotland, in 1784, and died in Chester in 1844, at the age of eighty-one years. When sixteen years old, she began to assist her father in his night school, and this led to her establishing a day school, besides continuing his good work with a night school for those who could not attend by day. Married men and women were among her scholars. While instructing others was her main business, she used every opportunity to improve herself.

She would refer with great pleasure to a visit once made to her school by the Countess of Dalhousie, Miss Cochrane, Earl Ramsay, and others.

A copy of the *Free Press*, published at Halifax, by Edmund Ward, dated June 30th, 1818, contains the following:

"His Excellency the Earl of Dalhousie, and the Countess, accompanied by Miss Cochrane, went in the *Forth* to Chester. We understand her Ladyship will remain at Chester for a short time. His Excellency returned in the *Forth* on Sunday."

Mrs. Hawbolt said: "The Countess asked, 'What do you get for all this work?' and she replied that the people paid her as they could—many were poor. Then the Countess said, 'If you ever want a favor, come to me?'" Mrs. Hawbolt added, "She was a lady, I tell you, and she was Scotch, and that was all the better. She sent me from Halifax a box of books, slates, pencils, and other things."

On another occasion, Mrs. Hawbolt said: "I was sent for by

the Rev. Mr. Wright, was engaged to teach for the Society in England, and began in my own house with quite a number. I was examined by Rev. Charles Ingles, and was in receipt at one time of ten pounds sterling yearly from England. I was born in Chester, and am the oldest living descendant of Timothy Houghton, one of the first settlers." She became so much attached to her work that she determined to continue it so long as God should give her health and strength, and carrying out her intention she was able to say at the close, that she had taught school in Chester for more than sixty years.

Many have been indebted to her as their only teacher. She entitled herself to the epitaph found on the tombstone of Benjamin Giles, "I taught little children to read." How could a lifetime be more usefully employed?

The good old lady's summons came on May 7th, 1886, when she had attained the age of 92 years and 7 months. She was conscious to the last, and quietly fell asleep. The writer always felt a warm interest in her, as she was his first school-teacher. He had many an interesting visit with her, and owns the pin-cushion, with an old-fashioned pin in it, which was presented to her by her husband on their wedding-day.

George Fredk. Belvidere flourished in Lunenburg, as school-master, in the early part of this century. He was an Englishman, had once been a British officer, and was a strict disciplinarian. The "oaken towel," as he called his instrument of correction, did for him what he esteemed good service on the aching palms of refractory school-boys. He was well educated, and wrote an excellent hand. His school was for some time kept in the court-house. He died at a very advanced age.

(Mr. James Maxwell, afterwards of the National School at Halifax, taught with much success at Lunenburg. He was so engaged in 1828.)

Mr. John Robert Hall, who died in Brooklyn, Queen's county, November, 1889, taught school in this county for several years up to 1847.

(Mr. Wm. M. B. Lawson, born at Chatham, near London, G.B., was principal of the Grammar School at Lunenburg, until

the enactment of the new education law, and had then been engaged in teaching for forty years, thirty-three years of the time having been spent in that town. He was appointed Inspector of Schools for the county, and filled the offices of Prothonotary and Clerk of the Crown. Mr. Lawson died at Lunenburg, November 17th, 1879.)

George Turner was born at Horton Kirby, in the County of Kent, England, June 30th, 1798, and arrived at Halifax on August 7th, 1817. Mr. Turner taught the first English school opened at North-West Range, near Lunenburg, and was also engaged in teaching at Upper La Have, Marriott's Cove, and other places in the county. In order that he might be better qualified for his important work, he attended the National School at Halifax, and made himself acquainted with the Madras system. On December 26th, 1826, he commenced a school at Chester in a private residence, no public school-house having been then built. In 1832, Mr. Turner went to England in the barque *Lunenburg*, Captain Henry Pernette, and having returned to Chester, reopened his school in June, 1833. A public school-house was built in 1834. In 1839, Mr. Turner left Chester and went to Maitland, where he taught school.) He was likewise subsequently engaged at Tancook, from whence, in 1845, he removed to New Ross (then Sherbrooke), where he kept a common school and a Sunday-school, and performed, as he had done at Tancook and elsewhere, the duties of a lay reader. His useful services in the latter capacity were acknowledged from time to time by grants from the Church societies. (Mr. Turner was engaged as a teacher and catechist upwards of forty-five years. He died in Bridgetown, September 11th, 1872, at the age of seventy-four years.)

† John Thomas was born in Halifax, and at the age of nine years entered the Royal Acadian School, established and taught by Walter Bromley, formerly captain and paymaster H. M. 23rd Regiment, in which he at length became a pupil teacher, and finally assistant, and was adopted by Mr. Bromley as one of his family. Mr. Thomas was subsequently assistant teacher in the National School at Halifax, and was engaged in the work to

which he devoted himself, at Stewiacke, Rawdon, Ship Harbor, and St. Margaret's Bay, and in the County of Lunenburg, at Chester, Blandford, Windsor Road, Beech Hill, and Gold River. Like his early teacher and friend, Mr. Thomas was "zealous of good works," and performed the duties of lay reader and Sunday-school teacher in places which would otherwise have been largely destitute of religious instruction. After a term of service of almost half a century, he ended his labors as a teacher in 1880, and died near Chester, May 19th, 1881, aged eighty-three years. He walked five miles the day before his death.)

(Teachers in early days were often subjected to great hardships. The following extracts from one of Mr. Thomas's letters may be of interest :

"You are aware that teachers at the present day are more cared for than teachers formerly. I have in some sections had for food, in poor families where I boarded, nothing but Indian meal, without milk or sweetening. In other families, fish and potatoes, and mangel tops for my dinner; slept on hay and straw beds on the floor, where mice, fleas, and bugs could be felt all hours of the night. I have frequently found one, two, and three mice crushed to death lying under me—the straw not even put in a sack, and my covering old clothing. I suffered all this, so great was my wish to give instruction to the poor and rising generation. Yea, many families of poor children have I educated and never received one farthing.")

Mr. Thomas, when writing the above, had almost reached the age of eighty-one years, and was crippled with rheumatism. He received the teacher's bonus—one hundred acres of forest land—the special provincial acknowledgment for long service in the education of the young. He had for many years \$40 per annum from one of the Church societies for his services as lay reader and catechist.

Extract from a letter of another teacher, received by the writer in May, 1875 :

Referring to Rev. R. Payne, a former rector of Blandford, he said : " He, knowing the distressed state to which age and

partial decrepitude in the lower extremities have reduced me, has, with characteristic benevolence, interested himself in my behalf, by addressing you. 'Tis my misfortune to be homeless, having no fixed residence or surviving relations, but very distant, in Nova Scotia. I have a little in reserve for present support. Could I be enabled to procure any little office in a store where the pen, or other than manual labor, were in demand, I could still be enabled to eke out an existence."

Caroline Wambolt, granddaughter of Timothy Houghton (first in the list of original settlers at Chester), and widow of Daniel Wambolt, a descendant of Adam named in the grant, was a teacher in the township of Chester for more than twenty years.

Rev. Robert Murray, Editor of the *Presbyterian Witness*, was a teacher in the town of Chester, in 1853, and was so employed in the old school-house on the hill near the first Baptist Church.

The report of the School for the Blind, at Halifax, published 1892, stated that Free love Kaulbach, of New Germany, obtained the following marks :

Attendance, 194 days. Number in term, 194.

School—Literary.....	977.	Possible number	1,000.
Music	954.	" "	..... 1,000.
Deportment	998.	" "	..... 1,000.

On the 26th of June, 1893, Miss Louise B. Robinson, of Chester, received at the Convent of the Sacred Heart, Halifax, a gold Maltese cross; and on the same day, Archbishop O'Brien's gold medal for geography.

Miss Edna C. Wile, daughter of Mr. Avard Wile, formerly of Bridgewater, was a school-teacher at Ritcey's Cove. She afterwards became a missionary of the Free Baptist Church, and went to India. A very interesting letter was published, written by her, from Midnapore, February 6th, 1894.

Bertha B. Hebb, daughter of Solomon and Anna M. Hebb, was born in Bridgewater. Making the most she could of the educational advantages afforded, she became a licensed school-

teacher, and did good work in that capacity, at Block-house, Cook Settlement and Bridgewater. In 1889, she entered the High School in Halifax, under Dr. MacKay, where she remained eight months, and went thence to Dalhousie College. Out of the five who, at the High School, stood best for scholarships, Miss Hebb was No. 2. She won two Munroe Bursaries at the College, worth respectively \$100 and \$200. On the 24th April, 1894, Miss Hebb was one of a class of twenty-seven, including five other ladies, on whom was conferred the degree of Bachelor of Arts of Dalhousie College and University, and was the first lady from this county to attain that honorable distinction. She then applied for, and obtained, a grade A, Provincial license, and was appointed Principal of the High School at Maitland, Hants, N.S., where she has been doing excellent work.

Miss Mary Kaulbach, daughter of Mr. Francis Kaulbach, of Conquerall, published in April, 1894, a well-written and interesting paper on "Patriotism—How to develop it in the Public Schools." If her suggestions were generally followed, the love of country would necessarily increase.

Among the graduates at Mount Allison, Sackville, N.B., May, 1894, in commercial shorthand writing and special writing, Mr. Aubrey H. Sperry, son of J. D. Sperry, Esq., M.P.P., of Petite Riviere, obtained a silver medal.

At the conferring of the degree of B.A. at Acadia College, Wolfville, N.S., in June, 1894, the graduating class included Messrs. Archibald Mason and Lindsay S. Slaughenwhite, of Big Tancook Island. The oration of the first named was on "Civil Liberty," and that of the last named on "The Christian Element in Plato."

Dr. Alice L. Ernst is a fine example of the advantage that can be taken of the opportunities now afforded to women. She is a daughter of Christian and Sophia E. Ernst, and was born at Upper La Have, near Bridgewater, where she attended the public school, and obtained a C common school license, teaching afterwards at Maitland, Middle La Have, and Ritcey's Cove. She attended the Normal School at Truro for nine months, and secured a B license. Giving up school teaching, she studied

medicine with J. S. Calder, M.D., at Bridgewater, for six months, and spent three years at the Woman's Medical College in Philadelphia, from which she graduated in March, 1888, receiving an appointment as assistant physician to the College Hospital, which position she filled for one year. She then sailed from New York with missionaries for the far East in the magnificent steamship *City of Rome*, and enjoyed a short holiday in London, seeing the places of note, and hearing Farrar and Spurgeon—getting from the latter an expression of his wish for abundant success in her work in India. In a letter dated Calcutta, July 17th, 1894, Dr. Ernst says that she was sent out by the Woman's Union Missionary Society (headquarters at New York) as a medical missionary, and has been so engaged for over four years. There is a large orphanage connected with the mission, of which she is physician. Her work is medical, with evangelistic teaching as opportunity offers. She has a large dispensary, attended by more than one hundred patients daily, with a hospital for widow patients, and in her work uses the Bengali and Hindustani languages without the need of an interpreter. Specimens of the patients' tickets, in each tongue, were enclosed.

Miss Isabel D. Knaut, daughter of Lewis Knaut, Esq., Councillor, Mahone Bay, taught school in different parts of this county for over eight years. She has been engaged since in teaching at Warren, Mass. An account of examinations held in a large hall in the summer of 1894, in the presence of over four hundred visitors, thus referred to her department :

"Miss Knaut had some of the finest work in drawing of the whole exhibition. One collection of language papers was noticeable, entitled 'Helps to Mariners,' and illustrated at will, by those of the class who chose, with drawings of lighthouses, bell-buoys, etc. For year commencing September 4th, 1894, Miss Knaut has been appointed teacher of the Second Grammar School of Warren."

At the Christmas closing of Whiston's Commercial College, Halifax, in 1894, the silver medal for the best all-round student was won by Mr. William B. Freeman, of Bridgewater. The

diploma of the College commercial department was presented to Mr. Freeman by Hon. W. S. Fielding, Provincial Secretary.

Miss Mary C. Pernette, of West La Have Ferry, was engaged as a teacher in this county in all for seven years and a half. She has been since similarly employed at Sunapee, East Deering, and Croydon, in New Hampshire, and was presented with a handsome gold chain and other tokens of esteem.

Miss Florence Anna Crawford, daughter of Rev. Henry Crawford, of Lower Dublin, won at the Normal School, Truro, the Governor-General's bronze medal for essay on "School Premises as an Educator." Miss Crawford has been engaged as a teacher in several sections in this county.

The following teachers are employed at the places named :

LUNENBURG COUNTY ACADEMY.

Principal, Burgess McKittrick, B.A., Dalhousie. Provincial License, Grade A.

Agnes H. Roop, B.A., Acadia ; S. Amanda Hirtle, Mary E. Leary, Minnie C. Hewitt, E. Lelia McLachlan, Laura M. Kaulbach, J. Ethel McLachlan, Marie Stoddart, Ellie Zink, and Jessie Morash.

Annie E. Scott and Louisa J. C. Selig are teachers at New Town. Their schools belong to the Academy, and are subject to its rules.

All the above-named teachers have Normal School diplomas.

BRIDGEWATER HIGH SCHOOL.

Principal, Henry B. Hogg, B.A., Acadia. Normal School diploma, and Provincial license, Grade A.

Helen Q. Gordon, Teresa Daniels, Mary Tobin, Ellen Tobin.

Miss Gordon and Miss Daniels have Normal School diplomas.

Ethel Emeno and Agnes Wynaht are teachers respectively at the Shipyard and the North End, and their schools are under the supervision of Principal Hogg.

MAHONE BAY HIGH SCHOOL.

Principal, John T. Quinlan, First Class license.

Louise Kedy, Normal School diploma.

Mary Strum, Ellen K. James, and Lois Kennedy.

The last-named lady is a graduate of a kindergarten school.

CHESTER HIGH SCHOOL.

Principal, Rupert F. Morton, B.A., Dalhousie, Grade A.

Miss Mamie Butler. Miss Jessie L. Hiltz, Normal School diploma.

Mr. Morton is the successor of Mr. Charles E. Williams, a native of Chester, who was the efficient principal for thirteen years, and retired in July, 1895.

Miss Hannah Church, telegraph operator at Chester, also a native of that town, holds a First Class Normal School diploma, and was a teacher in that institution for ten years—1873 to 1883.

CHAPTER XXXV.

Temperance—Early and continued efforts to secure Total Abstinence—
Temperance Societies organized and at work in the County.

“Inflaming wine, pernicious to mankind,
Unnerves the limbs and dulls the noble mind.”

—Homer (“Iliad,” Book VI.).

ONE of the greatest blessings to the county has been the spread of total abstinence. A temperance society was established in Bridgewater about the year 1826 by Henry Stafford, who had been a school-master at Lunenburg, which, it is said, was the first one organized in the county; but, after doing some good, from want of energy on the part of its members it ceased to exist. It was, however, soon followed by another, and increased interest was taken in the cause until the Sons of Temperance met with greater favor. In later years the sister society of British Templars was introduced, and both enlarged their lists of members and established branches of their respective orders. Temperance principles were publicly recognized in all the towns and villages and in many of the smallest settlements.

The really wonderful change which has taken place can be fully understood only by those who remember the free use of intoxicating liquor on battalion days; when the terms of the different courts were held; at breaking frolics, and at raising and hauling parties. One of the arguments used in those days against temperance societies was that men could not be hired to work without the customary allowance of rum. To drink was fashionable, and in this way was worse than wasted much of the hard earnings of the people, which would, under present circumstances, be used to increase

“Domestic happiness, the only bliss
Of Paradise that has survived the Fall.”

There is no more honored name in the list of those who have labored in this good work than that of the Rev. James C. Cochran, M.A. During many years, while Rector of Lunenburg, he publicly advocated total abstinence, with ability and earnestness, in different districts, and enforced it by his own example. Many persons have felt themselves indebted to him, under God, for having led them back from the drunkard's downward path to sobriety and usefulness.

The late John Harley, Esq., was a zealous co-worker, and by public lectures and other means gave material aid in the advancement of temperance principles; as did also Elder W. Ashley, of Yarmouth.

There was great necessity then, as there is now, for the most strenuous opposition to the use of intoxicating liquor. A very respectable inhabitant of this county said: "I knew a man who would sit by the table to read his Bible and have a bottle of rum near him, so that when he was thirsty he might use it. He would put the bottle on his knee, and trot it up and down and sing to it as if it was a child. There were men who hardly ever went to bed sober. Some when about to make a bargain would get the other party fuddled so as to have the best of it. To drink a lot was thought no harm in those days. I was at a barn frame-raising where there was a bucket of rum and a tin half-pint on the sill to dip it out with. The rum was so strong that when it was somewhat watered and sugared it was too strong for me."

Haymakers used to be bountifully supplied with rum by their employers. At lunch-time they would deal out to them liquor and bread, with cheese made from curd.

" He was held a laggard soul
Who shunn'd to quaff the sparkling bowl."

On one page of a store-keeper's book for 1808, thirty-three items out of fifty-six charged against one customer are for rum; and on another page of items against one man, fifty-five out of seventy-two are for the same article. Three quarts of rum, a pack of cards, and a New Testament are charged together in another man's account.

The annual meeting of the Lunenburg Town and County Temperance Society was held on November 17th, 1834, when they re-elected Rev. J. C. Cochran as President; John Creighton, Esq., barrister, Vice-President; Mr. William M. B. Lawson, Secretary; and also Messrs. Thomas Brady, Henry Jost, Adolphus Gaetz, Matt. Ernst, Charles Burn, John Scott, James Bayers, J. B. Comingo, John Blair, William Morris, Charles Owen, and Daniel Owen, as the Executive Committee.

A branch was formed at Upper La Have, with Mr. William Newcomb as President; Mr. Michael Fancy, Vice-President, and Mr. Harley, Secretary.

Mr. Cochran wrote, in a letter of December 9th, 1834, that four store-keepers in Lunenburg, and others in the county, had abandoned the sale of ardent spirits, although to all of them a source of profit, and had joined the society. "There appears also to be an increasing conviction in this community that the cause is good, and several are adopting its principles in some degree who do not yet feel prepared to become members. The pernicious practice, for instance, of giving spirits to laborers in addition to their wages, which was at one time universal, and which in every place has been the root and nourishing cause of drunkenness, has been much diminished, and in some cases entirely given up.

"We have upon our list about forty persons who have been exceedingly intemperate, but have now given evidence, some for more than two years, of their being reclaimed from the pit of destruction that was open before them. We may reckon about fifty others who were what is called free drinkers, without being confirmed drunkards but who were doubtless advancing with rapid strides to that state of degradation; while we have, perhaps, near one hundred youths and others in whom no such habit has been formed, but who we trust are, humanly speaking, far more secure than before from its danger. It is, indeed, among the young that most active endeavors of the friends of temperance should be used, and with good hopes of success, since it cannot but be easier to prevent than to eradicate the great moral distemper against which our efforts are directed.

"Several merchants have instructed their ship-masters to bring back no rum from the West Indies if they can sell their cargoes for any other returns. I am happy to add that more than once the *Dispatch*, of this port, Captain Neale, has performed her voyage without any ardent spirits on board. The same vessel was built without the use of any, and Mr. Geo. Walker, one of our members, a ship-carpenter by trade, when employed to sheathe her, steadily refused any spirits to his men, who after some opposition came into his terms."

Mr. Cochran closed the letter, from which the above is taken, with the following good advice, which is still worthy of being followed :

"The temperance cause is surely good, and can only be injured by the misconduct or intemperate zeal of its friends. Let those friends be united, firm and consistent in their own engagements. Let a single eye be kept upon our great object, namely, the banishment of intemperance from our land. Let no unseemly or unreasonable means be resorted to for bringing about a consummation so much to be wished.

"Let not ridicule or hostility be unnecessarily courted, but let every argument which experience, and reason, and religion can supply, be offered with all kindness and candor to those who may stand aloof. And above all, let the blessing of God be unceasingly and devoutly implored, without which whatever we do is but lost labor, and which is most especially necessary in this war with the corrupt passions, habits, and prejudices of man. And then, who can doubt our success? Who will be found to speak evil of a cause so good in itself, embracing the best interests of mankind, conducted with zeal according to knowledge in the faith and fear of God, and in good-will to man?"

CHESTER TOTAL ABSTINENCE SOCIETY.

The above-named society was founded February 26th, 1841, with thirty-two members, and eleven new members were added the same year. George Mitchell was President; James Mosher, Vice-President; and John Stewart, Secretary. The following

year, 184 members were added, including a number of influential persons. In 1843, two hundred members were added; and in 1844, there were forty-six new members.

Judge Marshall made several visits to Chester, and many were by his addresses induced to join the society. In 1845, there was an increase of ninety-one members. At a meeting held on "Big Tancook Island," about sixty of the inhabitants became members.

In April, 1846, the officers were: President, Rev. Joseph Dimock; Vice-Presidents—J. S. Wells, George Mitchell, J. S. Thompson, and J. Mosher; Treasurer, George Mitchell; Secretary, James Mosher. Committee—John Webber, Peter Corkum, J. E. W. Crandall, John E. Melvin, David Hume, Joseph Corkum, John Frail, J. L. Corkum, and John Bezanson.

Chester Division, No. 32, Sons of Temperance, was formed September 12th, 1848.

In an old account book, kept at Chester, were found the following entries:

" REFORMATION.

"February 19th, 1812. Left off drinking for twelve months from this date from all spirituous liquors, except cyder. Amen.

"March 14th, 1813. Left off drinking spirituous liquors for twelve months. Amen.

"This is to certify the subscriber has left off drinking of spirituous liquors for twelve months. As witness my hand.

"Chester, September 18th, 1827."

The following is the result of the voting in the county, in 1894, for and against Prohibition:

	Yea.	Nay.		Yea.	Nay.
Lunenburg Drill Shed ..	113	27	New Cornwall	47	16
" Court-house.	103	37	East Bridgewater	71	26
" —Newtown.	128	26	Upper La Have	64	45
Garden Lots	66	31	Northfield	61	27
Lilydale	59	38	Chealey's Corner	87	29
Ritcey's Cove	136	14	Barss's Corner	99	5
Cross Roads	92	44	Midville Branch	56	14
Oakland	55	85	Chester	90	10
Mahone Bay	196	29	East Chester	69	26
Block-house	32	64	New Ross	68	27

	Yea.	Nay.		Yea.	Nay.
Petite Riviere.....	85	15	Mill Cove.....	21	31
Dublin Shore	83	51	Sandy Beaches	34	64
Vogler's Cove.....	94	8	Conquerall Bank	56	28
Bridgewater—South	73	23	Chester Basin.....	75	24
“ North....	150	29			
Newcombville.....	132	19		2567	916
Tancook	72	4	Maj. for Prohibition—	1,651.	

Divisions of Sons of Temperance, in the County, in 1895:

32 Chester.....	Chester.....	George Redden, Deputy.
115 Phoenix.	Bridgewater... ..	T. K. Cragg, “
337 New Germany....	Bars's Corner ..	George W. DeLong, “
539 Lunenburg Rock ..	Lunenburg ...	Andrew Gardner, “
672 Living Stream.....	Chester Basin ..	Hiram Hennigar, “
732 Unity	Mahone Bay... ..	Mrs. Alex. Keddy, “
775 Atlantic Wave	Broad Cove....	Elkanah Conrad, “

BANDS OF HOPE.

132 Cheerful Workers..	Ritcey's Cove..	Rev. W. Ainley, Superintendent
136 Bee Hive	New Germany..	Kate A. Lewis, “
143 Palm Leaf	Vogler's Cove..	Mrs. Woodbury, “
202 Ocean Spray	Dublin Shore ..	E. S. Crawford, “

Lodges of British Templars, and Independent Order of Good Templars, were established in the county, and flourished for some years. La Have Lifeguard Lodge, E. Mortimer Reinhardt, Chief Templar, was organized eighteen years ago, and has one hundred members. It meets at Getson's Cove.

A branch of the Woman's Christian Temperance Union, formed in Bridgewater, in December, 1889, opened a reading-room and a coffee-room, which were successfully kept up until June, 1891, when, the Young Men's Christian Association wishing to establish a reading-room, the Woman's Christian Temperance Union resigned that part of their work, and presented them with the literature then on hand or subscribed for. There being much competition, the coffee-room was also closed. The Union is chiefly engaged in keeping the Temperance cause before the public by meetings of various kinds, distribution of literature and contributions to the press. They formed a few years ago a Loyal Temperance Legion, to instruct and interest the children in the promotion of total abstinence.

A Union was formed at Lunenburg in 1890, and is a very useful and flourishing society.

CHAPTER XXXVI.

Geological and Mineralogical Deposits, with Reports on the same.

THE County of Lunenburg is included in the first of the four geological divisions of the Province, and is occupied by the primary system, which, says Dawson, consists of granite, quartz rock, clay slate, and mica slate.

The following is a list of specimens obtained in the county by Henry Poole, Esq., in 1861.

Lunenburg District.—Hornblende. Slate with quartz. Manganese. Quartz crystals. Arsenical pyrites. Thin laminated slate. Pyritiferous slate, decomposed. Auriferous quartz in same. Slate with cubical pyrites. Basaltic trap six feet wide. Jasper (loose.) Talcose slate. Quartz with pyrites—vein five or six feet wide. Slate with striae and pyrites. Ferruginous quartz. Micaceous quartz.

Bridgewater District.—Quartz with pyrites. Pyritiferous slate. Quartz and slate. Quartz and talcose slate. Hard slate with steatite. Micaceous quartz. Granite vein. Manganese bog ore. Quartz ridge, seventeen feet with pyrites. Bog iron ore. Grey slate and quartz. Chlorite slate. Quartzite. White quartz and micaceous. Blue slate, gold bearing. Smoky quartz.

Of his visit to "Semone's Farm," Mr. Poole wrote: "Men were digging in an ochreous ground, in which I obtained bog iron ore. . . . I came to the north-east side of Branch Lake, where I was shown a wide and deep trench, cut through quartz veins in slate. This lode is evidently a continuation of the quartz veins which I had previously seen about three miles distant on the Lapland road. There were four main veins of quartz, with slate between, about three feet wide each, in a breadth of fifteen feet. The strike was east and west, veins

vertical, and full of arsenical pyrites and mica; other veins of ferruginous quartz showed in the trench. The people had spent about £70 in looking for silver, for which they had mistaken the pyrites. I advised them to pan the dirt in the trench for gold, as all the indications were encouraging. I obtained from the walls of the slate, interesting specimens of silicious stalagmites, or pseudo-morphous crystals."

Mr. Poole visited West Dublin, and got quartz containing arsenical pyrites from the hill at the rear of Mr. Publicover's farm, and the late R. B. Currie, Esq., gave him a cube of pyrites from one of the Thrump Caps, very perfect and large, being an inch on the square, and one inch and a half in length. It was placed by the late Professor How with minerals sent abroad for exhibition.

Chester District.—Carboniferous limestone with terebratula. Umber and calc. Micaceous gneiss. Hornblende. Granite boulder on summit. Felspar vein. Clay slate with pyrites, and ditto with copper, and iron pyrites. Ferruginous quartz, and in veins. Prismatic mica in breccia. Arenaceous slate. Prismatic mica in ditto. Pipe clay or kaolin. Manganese bog ore. Auriferous quartz, fifteen inch vein, and ditto with arsenical pyrites. Chlorite slate. Micaceous quartz.

Haliburton wrote, in 1829: "Indications of coal have been discovered about a mile from Chester; and lime, yellow ochre, and pipe clay are found in several places." Limestone (brown) of superior quality, is obtained at Indian Point, near Eastern River.

Mr. Poole wrote: "I visited Frail's lime quarry, three miles east of Chester, on the side of a lake, and also in the bank of Beck's Cove it dipped about thirty degrees W. S. W., with a general strike of N. thirty-three W., and contained a great many fossils, casts of shells—terebratula. I also obtained crystals of calc spar. It is a good strong lime, and has been shipped in considerable quantities to Halifax. From the range of this limestone and direction of its dip, should there be any coal in this neighborhood, it should be found between this point and the town of Chester; but that is not likely, as the top of the

hill between the two places consists of the ironstone slate, and which formation is observable all the way down into Chester. It is therefore to be feared that the coal measures have been removed by the upheaval and obtrusion of the slate rocks.

"I went round by Stanford's tannery to examine a hill near where coal was reported to have been found; but I could not find any indications of a coal formation. The ridges of ironstone slate bore S. twelve degrees E., dipping fifty degrees S., no quartz being visible.

"I went to Douglasville, where Mr. Bradshaw showed me loose pieces of dark limestone cropping up in his field, which decomposes and forms a dark brown umber. I could not get enough exposed to discover the strike, but it was in a line between the limestone at Frail's Cove and the boulders showing at the Middle River.

"I then proceeded to Eisenhauer's hill, which is three hundred feet above the level of the sea, where the ridges of ironstone slate are much contorted. I was given a sample of kaolin, or pipe clay, of very fine quality, and very white, which is obtained from the banks of the Sabbattee Lake, four miles from Chester, but the water was too high for me to make a personal examination."

SEARCH FOR COAL AT CHESTER.

It was thought probable, by some persons who had been engaged in coal mining, that coal might be discovered near Chester.

In 1874, a public meeting was held in the Town House, which resulted in organizing the "Chester Mining and Prospecting Company." The papers necessary for a right to search were obtained from the Department of Mines, and correspondence was had with J. D. Fraser, Esq., of Pictou, and others, relative to machinery for carrying on the work.

In 1875, an agreement was made with Mr. James Pitblado, sen., of Truro, to superintend the work required in searching for coal and other minerals. The machinery used was chiefly a mineral auger, made at Truro, and worked with a crank by hand.

Borings were made near the entrance of the wood road leading to Spectacle Lake, at the foot of Huckleberry Hill; and on lands of W. M. Jackson, formerly part of the Feader property. The greatest depth of the borings was about forty feet. Prospecting was also carried on at the "Spring," near the tan-yard of Mr. John Stanford, and at other places.

Mr. Pitblado was of opinion that coal could not be found, but he thought that iron ore, specimens of which, it is said, were obtained, might be discovered in paying quantities, if sufficient capital was invested.

The search was abandoned after the expenditure of considerable money and labor. Though it resulted in disappointment, great credit is due to the company for the work done.

The "Spring" above referred to, is the so-called "Thermal Spring, Chester, Lunenburg county, which is said to afford a slightly bitter water, probably alkaline in character."

Dawson, in his "Acadian Geology," writes: "At Chester Basin" (or as it should be, Chester Bay), "the lower carboniferous rocks appear still more distinctly, and contain thick beds of limestone of various qualities. One of the beds is said to be a good hydraulic cement, and another, in weathering, leaves an *umber* of a rich brown color, which is manufactured and sold under the name of Chester mineral paint. The limestone at this place contains several of the shells already mentioned, as characteristic of the carboniferous system.

"Clay slate occupies the County of Lunenburg as far as Cape Aspatogoen, and inland as far as I have any acquaintance with its structure.

"The slates of this county are usually blue or black, and often charged with iron pyrites, which, when weathered, gives them an intense rusty yellow color. This appearance is especially prevalent in some places in the western part of the county. Their strike is S.W. and N.E.

"It is on the margin of this slate district of Lunenburg, and at the bottom of a deep bay penetrating into it, that the limited tract of lower carboniferous rocks, already noticed as occurring at Chester Basin (Bay), appears. These carbon-

iferous beds dip at a moderate angle S.S.E., and give no evidence that this metamorphic district has suffered any considerable disturbance since their deposition. At Mahone Bay, however, I observed a large quantity of fragments of reddish amygdaloidal trap, which cannot be far from their original site, and probably belong to some trappean eruption of the carboniferous period."

"Aspatogoen," which is a rocky promontory, about five hundred feet in height, separating Mahone from Margaret's Bay, "consists," according to Mr. Poole, "principally of quartzite and slate with granite, and is apparently at the extremity of a thick dyke or ridge of the latter rock, extending to the northward across the stratification of the country. It is the highest land on the south Atlantic coast of Nova Scotia."

Dr. How, in his work on Mineralogy, states: "In the brown paint of Bridgewater, Lunenburg county, I found 11 per cent. peroxide of manganese; in that of Chester Basin, about 20 per cent. Petite Riviere and Bridgewater are named among places furnishing 'umbers, ochres, or wad.'"

The following places in the county were many years ago stated as likely to be gold producing: Long Island, Cross Island, Cross Roads, Conrad's farm (La Have River), Rudolf's Mills, Indian Brook, New Germany Lake, Conquerall Lake, Lapland, Publicover's farm, Thrump Cap, Coot's Rocks, Petite Riviere, Eisenhauer's hill, Deep Cove, Aspatogon, Martin's River, Peter Langille's farm.

The gold discoveries at Gold River, Chester Basin, the Ovens, Mellipsigit, and Vogler's Cove are described in other portions of this work.

CHAPTER XXXVII.

Natural History of the County—Mammals, Birds, Reptiles, Mollusca,
Fishes—Flowering and Flowerless Plants.

THE county affords to the naturalist an extensive field for investigation and study, which is largely opened up by the following lists:

ORDER, CARNIVORA.—Bat (*Vespertilio*). Star nosed mole (*Condylura Longicaudata*). Shrew mice (*Sorex*). Bear (*Ursus Americanus*), sometimes attaining the weight of over four hundred pounds.

Thomas Fisher and Martin Uhlman, of Chelsea, discovered a bear's den, into which shots were fired. Bruin came out, and placed his head between his forepaws. Uhlman said he seemed as if dead. Fisher advised him not to go too near, but he pointed a stick at his nose, when bruin showed that he was wide awake by seizing it. He was, after a while, captured. Uhlman, travelling on horseback, saw a cub and secured it. In a short time the mother was in pursuit and gaining on the horse, when he dropped the cub and stopped the chase.

The writer was once driving with two ladies, from Mahone Bay to Bridgewater, when a cub walked leisurely across the road. He wanted to get it, but the ladies feared an attack from the old bear. Perhaps there would have been another chase and a release of the prisoner, had the capture been made.

Raccoon (*Procyon Lotor*), of the weasel family (*Mustelidæ*). Ermine (*Mustela Erminea*). Weasel (*M. Communis*). Martin (*M. Martes*). Fisher (*M. Canadensis*). Skunk (*Mephitis Americana*). Mink (*Mustela bison*). Otter (*Lutra Canadensis*). Lynx or wild-cat, and Loupcervier, or Lucifée (*Felis Canadensis*). Fox (*Canis Falvus*). Cross (*Canis Decussatus*). Black or silver grey (*C. Argentatus*). The furs of the black, silver grey,

and cross fox, the mink, martin, and otter are the most valuable. Seals (*Phocidæ*). The latter are often seen in the neighborhood of Blandford, and some have been shot above the bridge at Bridgewater. One was on the reef there, Sunday, April 24th, 1841, and another was on the shore opposite the town, Sunday, April 22nd, 1894.

ORDER, RODENTIA.—Hare (*Lepus Americanus*), known as the rabbit. Porcupine (*Hystrix Dorsata*). This animal lives on the cleanest food, and the flesh of the young porcupine is by many esteemed for its delicacy. They are found in dens or holes, under rocks and stumps. Eight were taken from one den on Kedy's brook, back of Mahone Bay. The quills, which supply its defence against enemies, are dyed in various colors and much used in Indian ornamental work. Squirrels: Ground squirrel (*Sicurus Listeri*), Common squirrel (*S. Hudsonicus*), and Flying squirrel (*Ptoremys Sabrinus*). Beaver (*Castor Fibre Americanus*). These animals, with the remarkable construction of their habitations, and the adaptation of the entrances to the waters where they are built, form an interesting subject for study.

In 1869, the writer visited one of these habitations at Shingle Lake, in company with John McLean, sen., an old emigrant from Ballycastle, Ireland, who settled in the neighborhood many years ago. After a walk of about two miles through tangled thicket and swamp, showing the fresh tracks of the moose, the beaver's dwelling was reached. It was situated in a wild meadow, about one hundred yards from the lake, near a brook which forms its outlet. By actual measurement it was found to be sixty feet in circumference at the base, and six feet in height. Mud had been carried up on the roof and worked in with the other materials of which it was composed. Branches of birch trees, about fifteen feet in length, with the small twigs remaining, and their leaves still green, were on the house, which at a short distance looked like a large heap of bushes thrown promiscuously together. It was, however, so solidly built that though three persons walked over it, and stood together on the top, it showed no sign of yielding, and proved that it was indeed

the handiwork of master mechanics, acting under the direction of infinite wisdom and goodness.

Very large trees have been cut down by beavers for dams, and to supply bark for food. A popple tree, about fourteen inches in diameter, was cut through at Rhodenizer's Lake, near Bridgewater. The late E. D. Davison, Esq., had one about twenty-two inches. The writer has a section of hardest oak so cut, thirteen inches and a half. One of our Indians, in a talk about beavers, said, "You could think not the way beaver works; not many animals more sense than beaver." And another said, "He's a keen; knows as much as people."

In 1879, John Labrador, of Bridgewater, obtained a beaver, three feet nine inches long, two feet four inches wide, and of sixty pounds' weight.

Abraham Hebb, Esq., and others, while removing marsh mud from a meadow a few years ago, found, three feet below the surface, a section of a white birch tree, showing at each end the marks of the beaver's teeth. When it had been a short time exposed to the air it crumbled to dust.

Mr. Hebb's man afterwards removed from the meadow a section of an oak tree cut by beavers, which it was believed from facts known to Mr. Hebb, must have been so cut more than a hundred years before the piece was found.

In earlier times the fur of the beaver formed quite an article of export. It is not now so easily procured.

Musk Rat, or Musquash (*Fiber Zibethicus*.) This animal lives in a house of somewhat similar construction to that of the beaver, about two feet high, and nine feet round. From four to seven occupy one house. They generally build by a rock or stump, and occupy the dwelling until a freshet sweeps it away.

"The musk-rat plied the mason's trade,
And tier by tier his mud walls laid."

Burrowing field mouse (*Arvicola Pennsylvanica*).

ORDER, RUMINANTIA.—Moose, or Elk (*Alces Americana*).
Caribou, or Reindeer (*Cervus Tarandus*.)

In early days moose and caribou were very abundant here and all about the Province. A German poet named Seume,

who was in Halifax in 1781-82, referring to the Indians wrote : "They very often came in great numbers into the town to sell their game, which consisted chiefly of moose, birds, and sometimes fish, principally eels;" and again, in mentioning the moose he added : "One may conjecture what numbers there must have been in the forests, when entire English regiments had knapsacks of moose hide."

There were many famous hunting-grounds in this county, some of which have become populous settlements, such as New Germany and Waterloo. Eighteen or twenty caribou have been frequently seen together; and ten or fifteen moose yards have been found in a comparatively small district of country. These are often, yet, but slightly removed from human habitations. A drove of caribou, supposed to have numbered thirty, was once seen crossing the New Germany lake on the ice. "They used to be as plenty as sheep are now" was the expression of an old sportsman still living.

Moose are often found alone, as well as in pairs. Not more than five or six are at any time seen together. The wanton destruction of moose and caribou, for many years, caused their numbers to be sensibly diminished; but the close seasons, which have been secured by legislation, have had a marked effect in the increase of these animals. Moose hunting is a sport in which farmers, among whom are very expert marksmen, still indulge. A party of them once started a moose near Lapland, and chased him towards Ohio, at the upper part of the Branch, from whence the hunted and the hunters turned back to Mellipsigit Lake; from thence to the Carver Settlement; and then went on to the still water at the foot of Wile's meadow, in which the moose was attacked by several of the dogs belonging to the party. They caught him by the ears and sides; but after a severe struggle he escaped from his tormentors, and shortly afterwards, this being the fourth day of the chase, was brought down by a ball fired by George Hebb, sen. One of this party, Abraham Hebb, Esq., late M.P.P., killed and helped to kill fifty-five moose and eight caribou. Two of the moose stood six feet and six inches in height.

As many as nine have been shot in one hunt. While being pursued they seldom run long in the same direction, and a hunter will cross his own track three or four times in a day. From ten to fifteen miles' travel on snow-shoes in pursuit of moose is called a good day's work. They have been captured by snares, made of rope fastened to spring poles; and in pits dug across their path to the depth of seven or eight feet, and covered with sticks and moss.

A party of ten (George Wile, and others) were out moose hunting, when five or six became separated from the rest, and were attacked by a bull moose, and driven into trees. As Mr. Wile was climbing one, the moose, making a dash, knocked the gun out of his hand. Some of the party, not far off, killed the animal.

Benjamin Wile came upon a moose in a pit eight feet deep. He was greatly enraged, and in his attempts to escape made the water in the bottom of the pit fly in all directions. There was a terrific battle before he was captured.

The writer has been told by an old moose hunter, that about fifty years ago he and several others found a moose in one of their deep pits, of which they had five. He was what they called "a king moose," and weighed nearly one thousand pounds. They could not kill him with a bullet, so they made a huge wooden mallet, with which they took his life by heavy blows between the horns.

Parties of moose hunters have been sometimes exposed to great suffering on being overtaken by bad weather. Two men, Melchior Broom and John Wile, were once out in a severe storm of snow and hail, and were found frozen to death near a lake since known as Broom's Lake, within a mile of Hebb's Mills.

Moose have been taken alive in the county and tamed. One caught by Frederick Wile frequently entered the house and lay on the kitchen floor. It roamed about the farm with the cattle.

About fifty-three years ago, Mr. Isaac Romkey, of West Dublin, and others saw on Cape La Have Island, in January or February, a large moose, which eluded capture for several days, but was at last shot by Mr. Jacob Publicover.

On July 15th, 1895, a moose, supposed to be about two years old, was seen on the "Head," opposite Lunenburg. He took the water and swam three-quarters of a mile to the shore near Rous's brook. On the way he was captured by a rope, and after a struggle on landing, was taken on a truck to the town. He was purchased by Dr. Polly and Mr. Robert Bachman.

ORDER, CETACEA.—The whale (*Balaena Mysticetus*) has been taken in the waters of the county. One of large size was found at sea dead, and towed in by fishermen of La Have Islands. Grampus (*Phocæna Orca*). Porpoise (*Phocæna Communis*), often killed by Indians for the oil they supply.

BIRDS.

" Poorly, at best, can pen or tongue display
The fulness of the beauty and the bliss
Cast by the birds on this our earthly way."

ORDER, BIRDS OF PREY.—Falcons (*Falconidæ*), including bald eagle, fish hawk, hen hawk and sparrow hawk. Owls (*Strigidæ*). Grey owl, horned owl.

A very fine specimen of the American bald-headed eagle was shot a few years ago near Hebb's Mills by Mr. Angus Hebb.

ORDER, PERCHERS.—Shrikes (*Laniadæ*). The only species known in Nova Scotia has been found in the county—the American shrike, or butcher bird. Thrushes (*Merulidæ*). Of these the robin, cat-bird, wood-thrush and black-bird are common to the county.

Mr. Samuel Fancy killed on his farm, near Bridgewater, a white (*Albino*) robin.

A few years ago, Mr. James R. Russell, conductor on the Nova Scotia Central Railway, found a robin's nest with three eggs underneath the body of a passenger car.

In June, 1895, Conductor Maurice Fitzgerald noticed some straws, and watched the building of a robin's nest on a truck-beam of a car running between Bridgewater and Lunenburg. Three eggs were laid, and the young were hatched. The old bird would leave the nest at, or shortly after, the departure of

the train for Lunenburg, and would be seen by the conductor, on his return in the afternoon, waiting for the train on a bush or a flat-car, and sometimes on the top of a building at the station. Had the nest been let alone all would have been well, and the conductor repaid for all his kind attention, but mischievous boys having interfered, and loosened the nest, he was saddened when, on a trip to Lunenburg, he saw the nest and the young birds carried away by the wind.

Warblers (*Sylviadæ*). Yellow birds and black-cap. Flycatchers (*Muscicapidæ*). King bird, redstart, and wood pewee. Chatterers (*Ampelidæ*). Cherry-bird. So destructive are these birds in the county, that during one season the owner of a valuable orchard, having several large cherry-trees filled with fruit, gathered only ten quarts. Finches (*Fringillidæ*). Snow-bird, and grey and red linnet. Grosbeak, crows (*Corvidæ*). Common crow, and blue-jay. Creepers (*Certhiadæ*). White-bellied nut-hatch, and brown creeper. Humming-birds (*Trochilidæ*). Ruby-throated humming-bird. King-fishers (*Halcyonidæ*). Belted king-fisher. Swallows (*Hirundinidæ*). Barn, chimney, and blue swallows. Night-hawks (*Caprimulgidæ*). Night-hawk and whip-poor-will.

ORDER, CLIMBERS.—Woodpeckers (*Picidæ*).

ORDER, SCRAPERS.—Grouse (*Tetraonidæ*). Ruffed grouse, or birch partridge, and spotted grouse, or spruce partridge. Pigeons (*Columbidæ*). Wild pigeons. The latter were formerly very abundant, but are now rarely seen.

ORDER, WADERS.—Hérons (*Ardeidæ*). Great blue heron, or crane. Snipes (*Scolopacidæ*). American snipe and woodcock, sand pipers and curlews. Phalaropes (*Phalaropidæ*). Hyperborean, or brown phalarope. Plovers (*Charadriadæ*). Golden ring and black bellied.

Immense flocks of plover and curlew, often numbering thousands, once roamed over the Lunenburg common, affording fine sport; and an occasion is recorded when a bushel basket full were shot in a short time.

ORDER, DUCKS AND GEESE.—(*Anatidæ*.) Wild goose, brent, black duck, and teal. Wood ducks are also found in the

county. The drake is a very handsome bird, and the colors about the head and neck are exceedingly brilliant and varied. Divers (*Colymbidæ*). Great northern diver or loon. Auks (*Alcidæ*). Auks and sea doves. Gulls (*Laridæ*). Tern, grey gull, and petrel. Grebes (*Podiceidæ*). Red-necked grebe and dobchick.

The English sparrow is seen in the county in large numbers. It is said that the origin of these birds in the Province was the bringing of two or three of them to Falmouth, in Hants county.

Most of those named are birds of passage. Some varieties, including the crow, blue jay, partridge, and woodpecker, remain through the coldest seasons. A solitary robin is also frequently seen during our milder winters.

Birds resembling those known in the north of Britain as "cock of the wood," black, and with lyre-shaped tails, have been seen in the county.

Many of the birds sing very sweetly, and may be heard from early spring to late in autumn.

"They tell of birds in other climes,
With plumage bright and gay,
In gorgeous tints outrivalling
An eastern king's array—
Strangers to song—more dear to me
The linnet, modest grey,
That pipes in sweetest summer woods
His glad heart-thrilling lay.

"Sweet birds of this my native land,
I loved you when a boy,
Your names are linked unto my heart
With dreams of vanished joy ;
And I could wish, when death has stilled
For aye this heart of mine,
That o'er my last low bed of earth
Might swell your notes divine."

REPTILES.

Fresh water tortoise (*Emys*), sometimes found of large size. Snakes, lizards, frogs, toads, and newts.

ARTICULATED ANIMALS.

Worms—Earth worms and leeches.

Crustacea—Lobster, crab.

Spiders—Centipedes.

Insects—Of different orders.

ORDER, COLEOPTERA.—Beetles, water beetle (*Dytiscus*). Fire-flies (*Elater*). Turnip fly (*Altica*). Lady bugs (*Coccinella*).

ORDER, ORTHOPTERA.—Crickets and grasshoppers.

ORDER, NEUROPTERA.—Dragon flies (*Libellula*), and day flies (*Ephemera*).

ORDER, HYMENOPTERA.—Wasps (*Vespidæ*). Bee (*Apis*). Humble bee (*Bombus*). Ichneumons.

ORDER, HOMOPTERA.—Singing locusts and plant lice.

ORDER, HETEROPTERA.—Bug (*Cimex*). Frog spittle insects (*Cercopidæ*).

ORDER, LEPIDOPTERA.—Butterflies, moths, and millers. Caterpillars, grubs, cut worms, apple worms, and pea worms.

ORDER, DIPTERA.—Mosquitoes and gnats (*Culecidæ*). Crane flies or Harry long legs (*Tipulidæ*). Horse flies (*Tabanidæ*). Bot flies (*Estridæ*). Flesh and house flies (*Muscidæ*). Wheat fly, improperly called "weevil." Hessian fly (*Cecidomyia*).

MOLLUSCS.

Squids, or cuttle fish. Land snails, and slugs. Of the shell fish, there are found in the county, Mussel (*Mytilus Edulis*). Sand clam (*Mya Arenaria*). Razor fish (*Solen Ensis*). Scallop (*Pecten Magellanicus*). The latter is found in Chester Bay, Mahone Bay, and at Lohnes' Island, Gorman's Point, and other places near Lunenburg.

RADIATED ANIMALS.

Sea Urchins, star fishes, and jelly fishes.

FISHES.

Mackerel (*Scomber Scombrus*). Tunny, or Albercore. Blue perch (*Labrus Coricus*). Sculpin (*Cottus*). Sucker (*Cobitis*). Salmon (*Salmo Salar*). Trout (*Salmo Fontinalis*). Sea and

lake trout. The latter, of large size, are caught in the spring, in many parts of the county; and also in winter, through holes made in the ice. *Salmo Ferox*, or Scotch grey lake trout, are found in the large lake between New Ross and New Germany, commonly known as Sherbrooke Lake.

In 1864, Lieutenant-Colonel Sinclair took a number of these fish, while on a visit at New Ross. Some of them were of large size. In the spring of 1892, Mr. Arthur C. Barnaby, of Bridgewater, and friends, caught eleven at the "Narrows," the largest weighing five pounds. They were taken by sinking bait (pieces of perch) to quite a depth. After the return of this party, Messrs. B. H. Porter and G. M. Huggins caught some, the largest of which weighed seven pounds. They have been taken of much larger size. This fish is considered excellent for table use.

Smelt (*Osmerus Eperlanus*). Herring (*Clupea Elongata*). Alewives (*Clupea Vernalis*). Shad (*Alosa*). Cod (*Morrhua Americana*). Hake (*Phycis*). Haddock (*Morrhua Eglifinus*). Tom cod, or frost fish (*Morrhua Pruinosa*). Flat fish (*Platessa*). Halibut (*Hypoglossus Vulgaris*). Eel (*Anguilla*).

Sharks (*Squalides*). The basking shark (*Selache Maximus*) is but seldom seen. The dog-fish, a small species, is caught in large quantities, and is of value for the oil it furnishes. It is also dried, and used during the winter in some districts as food for hogs.

Skate or Ray (*Raia Batis*). Sturgeon (*Accipenser*).

FLOWERING PLANTS.

The following and many other varieties are found in the county:

ORDER, NYMPHÆACEÆ.—White pond lily (*Nymphæa Odorata*), and yellow pond lily (*Nuphar Advena*). Some of the smaller lakes in the county are almost completely covered with the first-named beautiful flower.

ORDER, SARRACENIA.—Indian cup or pitcher plant (*Sarracenia Purpurea*). These are often found filled with water. They are handsomely veined, and are of different colors. Crimson is the most common.

ORDER, ARALIACEÆ.—Sarsaparillas (*Aralia*), of different varieties.

ORDER, GROSSULACEÆ.—Wild Gooseberries (*Ribes Oxyacanthoides*). Of this order there are also found wild black and red currants.

ORDER, ACERINÆ.—Sugar or rock maple (*Acer Saccharinum*). Black maple (*A. Nigrum*). White or soft maple (*A. Dasycarpum*). Moose wood, or striped maple (*A. Striatum*). Maple syrup and sugar are obtained from the one first named.

ORDER, ROSACEÆ.—Wild rose, and sweet briar (*Rosa Porviflora*, and *Rubiginosa*). Wild raspberry, blackberry, and dewberry (*Rubus Strigosus*, etc.). Wild strawberry (*Fragaria Virginiana*), so much esteemed for its delicious flavor. Of this order there are also found a variety of other fruit-bearing plants, whose flowers embellish the wayside and the forest.

Of the apple family, the medlar or wild pear (*Aronia Botryapium*), the delicate blossoms of which furnish an additional charm to the landscape, and the fruit of which is eagerly sought for. Passing over the lakes in the interior in spring, long stretches of forest are seen, in many shades of green, fringing the water, and with the delicate blossoms of the wild pear everywhere intermixed, making up most beautiful pictures. Chokeberry (*A. Arbutifolia*). Rowan, or mountain ash (*Pyrus Microcarpa*), and the wild hawthorn (*Crataærus*).

Of the cherry family, the wild cherry, and choke cherry (*Cerasus Pennsylvanica* and *Serotina*).

ORDER, ANACARDIACEÆ.—The sumach (*Rhus Typhina*), and the poison vine (*Rhus Toxicodendron*).

ORDER, CUPULIFERÆ.—White and red beech (*Fagus Sylvatica* and *F. Ferruginea*). Red and grey oak (*Quercus*), and the hazel (*Corylus Americana*). Witch and nut hazel are found. Oaks, over thirty feet in height, and ten inches in diameter, were, in 1870, growing in the township of New Dublin, where the forest was destroyed by fire in June, 1840.

ORDER, BETULACEÆ.—Yellow birch, black birch, white canoe birch, and poplar leaved birch (*Betula Excelsa*, *Lenta*, *Papyracea* and *Populifolia*), and alders (*Alnus Serrulata*, etc.).

ORDER, ULMACEÆ.—Elm (*Ulmus Americana*), found on the intervals near La Have and Gold rivers.

ORDER, SALICACEÆ.—Willows (*Salix*), and poplars. Aspen (*Populus Tremuloides*). Tree poplar (*P. Grandidentata*), and white leaved poplar (*P. Candicans*).

ORDER, OLEACEÆ.—White ash (*Fraxinus Acuminata*). Black, or swamp ash (*F. Sambucifolia*).

ORDER, CONIFERÆ.—Evergreens, or soft woods. White pine (*Pinus Strobus*). Pitch pine (*P. Resinosa*). Hemlock (*P. Canadensis*). Black spruce (*P. Nigra*). Red spruce (*P. Rubra*). White spruce (*P. Alba*). Black larch or hackmatack (*P. Pendula*). Red larch or juniper (*P. Microcarpa*). Cedar or arbor vitæ (*Thuja Occidentalis*.) The last-named is found in the forest on the peninsula between Chester Bay and St. Margaret's Bay, near Aspotogon. Among other species in this order are the fir (*P. Balsaminea*), one of the prettiest ornamental trees among the evergreens. Scrub pine (*P. Banksiana*). Ground hemlock (*Taxus Canadensis*), and ground juniper (*Juniperus Communis*).

ORDER, ERICACEÆ.—Red and grey cranberries (*Oxycoccus*). Blueberries and whortleberries (*Vaccinium*). Wintergreens or teaberries (*Gaultheria*). The fragrant mayflower (*Epigæa Repens*). Sheep and swamp laurel (*Kalmia*). Rhodora (*R. Canadensis*), and the Labrador tea (*Ledum*).

ORDER, CAPRIFOLIACEÆ.—Cornels (*Cornus*). Dogwoods and others of the shrubs, and pigeon-berries of the herbaceous plants. Black and red-berried elder (*Sambucus Canadensis* and *Pubescens*). Moose bush (*Viburnum Lantanoides*). Tree cranberry (*V. Oxycoccus*). Twin flower (*Linnea Borealis*), and the bush honeysuckle (*Diervilla*).

ORDER, LEGUMINOSÆ.—Clovers (*Trifolium*), and the ground nut (*Apios*).

ORDER, COMPOSITÆ.—Star flowers (*Aster*). Golden-rods (*Solidagô*). Dandelion, white weed, thistle, and burdock.

ORDER, LABIATÆ.—Self-heal or blue curls (*Prunella*). Spear mint (*Mentha*). Ground ivy (*Glechoma*).

ORDER, ORCHIDACEÆ.—Ladies' slippers (*Cypripedium*). Grass pink (*Cymbidium*).

ORDER, LILIACEÆ.—Solomon's seal and wild lily of the valley (*Convallaria*).

GRASSES (*Gramineæ*) and sedges. Of these there are many varieties, and most of them are very pretty.

FLOWERLESS PLANTS.

EQUISETA.—Horsetails, with hollow-jointed stems.

LYCOPODIA.—Club mosses and ground pines.

FILICES.—Ferns or brakes. Some of these are very delicate, and all are very beautiful.

MUSCI.—Mosses and lichens (*Lichenes*). These are in great variety, and many of them are much admired.

FUNGI.—Mushrooms, esteemed a great delicacy, and much used in the making of catsup. Puff-balls, touch-wood, etc.

ALGÆ.—Sea-weeds. Many of these found on the shores of the county are very pretty. The larger and coarser species are used for manure on farms near the sea-coast.

Soda, used in making soap, is obtained from the ashes of some of the sea-weeds, and a species of moss is found which is used instead of isinglass, or corn-starch, in making blanc-mange and jellies, after being deprived of its saline particles by washing and bleaching.

CHAPTER XXXVIII.

Census Returns from earliest dates, with Comparative Statements.

JACQUES DE MEULLES, Kt., Seigneur de la Source, the Intendant of New France, visited all the French settlements in Acadie, in 1685 and 1686, and found them in a neglected and desolate state. He caused a census to be prepared in 1686, which showed for La Hève: Six families—6 males, 6 females, 5 boys, 2 girls, 9 fusils, 1 pig, 3 arpents under culture. (An arpent is nearly an acre.)

Another return, in the same year, gave for La Hève and Merliguesche: Nineteen souls, 3 acres tilled, 1 pig and 9 fusils. The following names were mentioned: Provost, Labal (Petite Riviere) Vesin, Martin Le Jeune, his wife Jeanne, an Indian woman and two children, Michel, Gourdeaux, La Verdure and Petitpas.

Messieurs Beauharnois and Hocquart, in a letter to the Count de Maurepas, dated Quebec, September 12th, 1745, wrote: "At Mirligueche, a small harbor five leagues east of La Hève, are only eight settlers; among the rest are Paul Guidry, *alias* Grivois (jovial or jolly), a good coast pilot."

1749.

At Merligueche, a few French families.

1754.

Paul Boutin, Charles Boutin, Julian Bourneuf, Sebastian Bourneuf, Francois Lucas, Joseph Gedri, Pierre Gedri, Pierre Erio, and Claude Erot, with their families, in all twenty-five persons, having been brought from Cape Breton (where they said they could not find subsistence) to Halifax, took the oath

of allegiance, and came to Lunenburg in the autumn of this year.

1756.

Number of persons assembled at Lunenburg—Germans, Swiss, and others—on the 1st of November, as certified by returns, 1,279.

1758.

A return of the settlers at Lunenburg, with the alterations, from the 28th of May, 1753, being the time of embarkations, to the 22nd of January, 1758 :

Original number.....	1,453
Dead	152
Discharged	854
Deserted.....	19
Born	440
Entered and re-entered.....	506
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Total number	2,399
Remaining at Lunenburg.....	1,374

(Signed) D. CHRISTOPHER JESSEN.

1759.

September 9th.—Fifty-nine Germans and Swiss arrived at Lunenburg from Louisburg, after nineteen days' passage. Four were discharged, and the rest received provisions for fourteen days—eight pounds of pork and ten pounds of bread to each man.

1760.

November 20th.—A return of the number of inhabitants, and stock of cattle, within the Settlement of Lunenburg:

Number of men	350
Number of women and children	1,114
<hr/>	
Total	1,464
Number of cattle—milch cows.....	600

1762.

	Families.	Persons.	Acres under Cultivation.
Lunenburg	300	1,400	2,000
New Dublin	50	250	..
Chester	30	150	..

1763.

The same number of families were returned for the several townships, as given above. A note annexed to the census table states that they were composed of English settlers—meaning as distinguished from French. “Acadian families are not included.”

	Acres under Cultivation.	Acres of Woodland.
Lunenburg	6,000	134,000
Chester	30	99,970
New Dublin	200	99,800

1764.

The following return of the population for this year was included in a report for the whole Province, made at the request of the Massachusetts Historical Society :

Lunenburg	1,600
New Dublin	100
Chester	100

1767.

Population	1,901
Males	1,007
Females	894
Of English origin	102
Of Irish origin	53
Of Scotch origin	24
Americans	271
Germans	1,451
Protestants	1,866
Roman Catholics	35
Population of Nova Scotia this year	11,779

1770.

July 25th.—A return was made by Mr. Zouberbuhler, to the Lieutenant-Governor (Lord William Campbell), of "the number of families at Lunenburg, their increase in children," etc., which contained the following:

Families	300
Men and women	589
Boys	469
Girls	452
Total persons	1,510
Born last year	43
Died " "	10

1791.

Population, 3,247.

Townships.	Families.	Persons.
Lunenburg	383	2,213
Chester	110	591
New Dublin	85	443

1817.

Population, 6,628.

1827.

Population	9,405	Acres under culture ..	13,476
Males	4,846	Wheat (bushels)	3,117
Females	4,559	Other grains "	33,146
Lutherans	2,897	Potatoes "	334,163
Church of England ...	2,119	Hay (tons)	10,577
Presbyterians	1,916	Horses	202
Baptists	1,192	Horned cattle	8,978
Methodists	844	Sheep	11,238
Roman Catholics	437	Swine	5,331

Comparative statement of live stock for years 1808 and 1827 :

	1808.	1827.
Horses	209	202
Horned cattle	5,380.	8,978
Sheep	4,416	11,238
Swine	5,781	5,331

Return of stock and crops for the several townships in 1829 :

	Lunenburg.	New Dublin.	Chester.
Acres of cultivated land	7,081	3,040	3,346
Horses	105	59	38
Horned cattle	5,042	2,291	1,645
Sheep	6,350	2,376	2,412
Swine	2,766	1,414	1,151
Bushels wheat	2,008	551	558
“ other grain	21,044	6,041	6,061
“ Potatoes	193,028	84,335	56,800
Tons hay	6,249	2,582	1,746

1838.

Population	12,065	Males	6,209
Families	1,882	Females	5,856

1851.

Population	16,395	Males	8,083
Families	3,016	Females	8,312

Church of England	4,768
Lutherans	4,011
Presbyterians of Lower Canada	2,168
Church of Scotland	39
Reformed	568
	<hr/> 2,775
Baptists	2,727
Methodists	1,565
Roman Catholics	479
Universalists	49
Congregationalists	20
Quakers	1
	<hr/> 16,395
Houses inhabited	2,761
“ uninhabited	51
“ building	73
Shops, stores and barns	3,439
Acres improved	29,396
Horses	669
Neat cattle	9,142
Cows	3,744
Sheep	11,934
Swine	2,989

Wheat (bushels)	4,892	Fisheries—	
Barley “	50,361	Vessels	186
Bricks manufactured	259,400	Tons	2,478
Soap (pounds)	152	Men	659
Candles “	293	Boats	458
Deaf and dumb—		Men	640
Males	3	Nets and seines	5,610
Females	1	Vessels being built	50
Of unsound mind—		Boats “ “	743
Males	8	Grist-mills	54
Females	8	Saw-mills	156
		Tanneries	10

Lumber and leather manufactured in 1860 :

Deals	539,000 superficial feet.
Pine boards	5,265,000 “
Spruce and hemlock boards	7,475,000 “
Staves	1,182,000 “
Square timber	99 tons.
Leather, amounting in value to	\$22,424

The county manufactures one-fifth of all the spruce and hemlock boards sawed in the Province.

1861.

Population	19,632	Other denominations	5
Males	9,959	Not given	106
Females	9,673		
Houses inhabited	2,929		19,632
“ uninhabited	105	Deaf and dumb—	
“ being built	56	Males	5
Barns and other buildings		Females	7
adjacent	4,269	Blind—	
Shops and stores	231	Males	1
Church of England	7,040	Females	5
Lutherans	4,206	Of unsound mind—	
Baptists	3,255	Males	14
Presbyterians, L.P.,	2,381	Females	19
Church of Scotland,	3	From 80 to 90 years of age—	
	2,384	Males	37
Methodists	2,038	Females	44
Roman Catholics	538	From 90 to 100 years of age—	
Universalists	35	Males	3
Congregationalists	17	Females	8
Quakers	8		

Grist-mills	56
Saw-mills	168
Carding mills	2
Other mills	26
Hand looms	999
Tanneries	4
Bricks made	90,000
Lime (pounds)	3,100
Carriages built	82
School-houses	83

Churches—	
Church of England . . .	13
Baptist	10
Methodist	6
Union	5
Presbyterian	4
Roman Catholic	3
Other Churches	2
<hr/>	
	43

Cultivated upland. 43,844 acres.	
Cultivated intervalle 2,904 "	
Salt marsh	204 "
Dyked marsh	17 "
Horses	621
Neat cattle	10,491
Cows	5,485
Sheep	16,786
Swine	3,190
Potatoes	153,954 bush.
Other roots	12,593 "
Hay	20,012 tons.

Butter	200,813 lbs.
Cheese	8,418 "
Maple sugar	2,068 "
Meat	3,730 bush.
Barley	71,078 "
Rye	11,082 "
Oats	19,231 "
Buckwheat	2,269 "
Peas	957 "
Corn	149 "
Turnips	42,203 "
Timothy seed	148 "

Lumber—

Deals (B.M.)	539,000 feet.
Pine boards	5,265,000 "
Spruce and hemlock	7,475,000 "
Square timber	99 tons.
Staves	1,182,000 feet.

Fisheries—

Vessels	158
Men	1,380
Boats	969
Men	1,107
Nets and seines	3,038
Dried fish	65,791 qntls.
Mackerel	5,992 bbls.
Herrings	28,665

Gaspereaux	1,177 bbls.
Salmon	46 "
Shad	43 "
Smoked salmon	1,178 "
Fish oil	47,067 gals.
Assessed value of	
real estate	\$2,415,032
Personal property	\$990,000

An examination of the returns for all the counties shewed that the County of Lunenburg raised the largest crop of barley, the second of rye, the third of apples, and the third of roots, other than potatoes and turnips.

Comparative statement of agricultural produce and live stock
for the years 1851 and 1861:

	1851.	1861.
Hay	17,538 tons.	20,012 tons.
Wheat	4,892 bushels.	3,730 bushels.
Barley	50,361 "	71,078 "
Buckwheat	1,013 "	2,269 "
Oats	12,421 "	19,231 "
Rye	8,078 "	11,082 "
Indian corn	403 "	149 "
Potatoes	72,939 "	153,954 "
Turnips	26,947 "	42,203 "
Butter	96,626 pounds	200 813 pounds.
Cheese	1,424 "	8,418 "
Horses	669	621
Neat cattle	9,142	10,491
Milch cows	3,744	5,485
Sheep	11,934	16,786
Swine	2,989	3,190

CENSUS OF 1891.

Population, Lunenburg County, 31,075.

By Districts—		Number of families.....	5,808
Bayswater	608	Dwellings occupied.....	5,266
Block-house	4,153	“ uninhabited	87
Bridgewater	3,936	“ under construction	70
Chester	3,050	Sex—	
Conquerall	1,418	Males	15,944
Lunenburg	4,894	Females	15,131
Mill Cove	619	Conjugal condition—	
New Germany	3,838	Married	10,996
New Ross	1,127	Males	5,496
Petite Riviere	3,415	Females	5,500
Ritcey's Cove	1,944	Widowed	1,078
Summerside	1,513	Males	312
Tancook	570	Females	766
		Children and unmarried..	19,001
		Males	10,136
		Females	8,865
	31,075		

EDUCATION.

Total can read and write....	19,782	Can only read	2,439
Cannot read or write	8,854	Indians (all Micmacs).....	59

RELIGIONS.

Roman Catholics	629	Disciples	12
Church of England	10,030	Adventists	16
Presbyterians	3,535	Unitarians	5
Methodists	5,577	Universalists	2
Lutherans	5,450	Salvation Army	31
Baptists	5,304	Quakers	3
Congregationalists	357	Not specified	124

LAND.

Land owned	683,013 acres.	Land in forest	231,296 acres.
“ occupied	346,269 “	“ in pasture	58,615 “
“ improved	114,973 “	“ in garden and or-	
“ under crop	54,516 “	chards	1,842 “

CROPS.

Wheat	158 acres.	2,261 bushels.
Barley	1,980 “	52,085 “
Oats	1,464 “	36,900 “
Rye	597 “	12,246 “
Peas	38 “	604 “
Buckwheat	4,634 “	1,449 “
Hay	36,505 “	35,655 tons.
Corn	4 “	199 bushels.
Potatoes	2,544 “	268,619 “
Turnips, etc	688 “	78,578 “
Hops .....	.....	2,309 pounds.
Flax fibre .....	.....	9,850 “
Hemp fibre .....	.....	699 “
Maple sugar .....	.....	2,886 “
Apples .....	.....	96,431 bushels.
Grapes .....	.....	12,919 pounds.

Horses	1,213	Milch cows	6,734
Colts and fillies	261	Other horned cattle	8,856
Sheep	20,098	Swine	4,260
Working oxen	5,050	Product of saw-mills	\$242,384

VESSELS OWNED.

7 steamers 512 tons. | 210 sailing vessels .. 25,002 tons.

The returns of the Fisheries Department show engaged in the fisheries 169 vessels, with 2,344 men; tonnage, 13,836 tons;

value, \$812,400. Boats number 1,603, manned by 1,670 men, and possessing a value of \$46,615.

The nets, weirs, pounds and traps had a value of \$116,391, and the value of the catch was \$1,496,115.

Respecting the kinds and quantities of fish caught, the returns show as follows:

Cod	205,137 cwt.	Shad	16 bbls.
Cod tongues	477 bbls.	Trout	1,555 lbs.
Pollock	3,974 cwt.	Squid	282 bbls.
Hake	1,250 "	Smelt	6,735 lbs.
Haddock	19,091 "	Eels	167 bbls.
Halibut	221,355 lbs.	Lobsters	293,600 cans.
Salmon—fresh	17,185 "	Fish products—	
Salmon—smoked ..	987 "	Fish oil	39,781 gals.
Mackerel	20,463 bbls.	Fish bait	2,065 bbls.
Herring	23,733 "	Fish for manure..	2,950 "

(STATEMENT OF THE POPULATION AT DIFFERENT PERIODS.

1686.	La Hève and Merliguesche.....	19
1745.	Mirligueche. Settlers, heads of families.	8
1756.	At Lunenburg. Germans, Swiss and others	1,279
1758.	Remaining at Lunenburg.....	1,374
1760.	Within the Settlement of Lunenburg....	1,464
1770.	At Lunenburg. Return of Mr. Zouber- buhler.....	1,510
1795.	In township of New Dublin. Families..	84

FOR THE COUNTY.

1753.....	1,453
1760.....	1,464
1762.....	1,800
1767.....	1,901
1791.....	3,247
1817.....	6,628
1827.....	9,405
1838.....	12,065
1851.....	16,395
1861.....	19,632
1871.....	23,834
1881.....	28,583
1891.....	31,075

CHAPTER XXXIX.

Men returned, appointed, and called as Representatives in Parliament, from 1758 to the present time — Wardens and Councillors for Lunenburg and New Dublin and Chester.

FIRST LUNENBURG ELECTION FOR HOUSE OF ASSEMBLY.

THE names of the candidates, together with the names of the voters for said candidates, July 31st, 1758 :

Candidates—Philip Knaut and Alexander Kedy.

Voters—

Gotlieb Seidler,	Anton Treber,	Adam Pieler,
Fred. Arenberg,	Martin Uslar,	Jacob Tanner,
John Lonis,	C. Schauffelberger,	Peter Wambolt,
Henry Claessen,	John Young,	Martin Kolbach,
John Simon,	Ludwig Spindler,	John Behfier,
Godfrey Terple,	Pierre Sauner,	Paul Anshutz,
Jacob Moser,	Andreas Young,	Jacob Phaffhauser,
Jacob Smith,	Aimier Thiel,	Caspar Lary,
Fred. Weile,	Jacob Sporry,	Conrad Hatt.
Conrad Ramuhen,		

Candidates—Sebastian Zouerbuhler and Philip Knaut.

Voters—

Louis Beloud,	Michael Lay,	Jean Mange,
Guilliam Bosty,	Joseph Lay,	Ad. Weiderhold.
Christopher Bosty,	Ben West,	

Candidates—Sebastian Zouerbuhler and John Creighton.

Voter—Bruin Bontier.

Candidates—Sebastian Zouerbuhler and Joshua Maugher.

Voters—

J. Donig,	Edward Smith,	D. C. Jessen.
Thomas Littlejohn,		

Candidates—Philip Knaut and P. Anshutz.

Voters—Gelle Gertzens and Anton Coch.

Candidates—Sebastian Zouberbuhler and Alexander Kedy.

Voters—

Joseph Howe,	B. Nesson,	John Padnell,
J. Creighton,	William White,	J. B. Morreau,
J. Turner,	John Gammon,	John Cunningham,
J. Crook,	William Grant,	J. Phillips.

Candidates—Joshua Maugher and Alexander Kedy.

Voter—Sebastian Zouberbuhler.

Candidates—Sebastian Zouberbuhler and Leon Rudolf.

Voter—Alexander Kedy.

Candidates—Joshua Maugher and Alexander Kedy.

Voter—George Fancy.

LUNENBURG, July 31st, 1758.

An account of candidates which have put up to represent the town of Lunenburg:

	<i>Number of votes.</i>
Sebastian Zouberbuhler, Esq.	26
John Creighton, Esq.	1
Maj. Leon Chris. Rudolf.	1
Mr. Philip Knaut.	38
Mr. Alexander Kedy.	42
Mr. Joshua Maugher.	6
Mr. Paul Anshutz.	2
Total.	116

Mr. Kedy and Mr. Knaut were elected.

(Mr. Kedy's name is spelled "Kedie" in the journals of the House.)

"NOTICE FOR SECOND ELECTION.

"Province of Nova Scotia, S. S.

"By virtue of His Majesty's Writ to me directed; I hereby notify the freeholders of the Town and County of Lunenburg, qualified in the manner as by the resolution of the Governor and Council the 22nd day of August, 1759, is prescribed, to meet at the church in Lunenburg, on Friday, the 31st instant (August) at six o'clock in the forenoon, then and there to elect two members for the Town of Lunenburg, and two members

for the County of Lunenburg, in a General Assembly to be holden at the Court-house in Halifax, on Tuesday, the 20th day of November next.

“(Signed) D. CHRISTOPHER JESSEN, D.M.

“The Poll to be opened at six o'clock in the morning, and be closed at six in the evening.

“Lunenburg, August 27th, 1759.”

MEMBERS OF THE HOUSE OF ASSEMBLY FOR LUNENBURG,
FROM 1758 TO 1895.

1st Assembly met at the Court-house in Halifax, Monday, October 2nd, 1758. Members returned for Lunenburg: Philip Knaut, Alexander Kedy.

February 1st, 1759, Archibald Hinshelwood took his seat in the Assembly, having been elected at Lunenburg for the Province at large. He was unseated on petition of Richard Bowers, April 9th, 1759.

Sebastian Zouerbuhler and Philip Knaut were returned December 4th, 1759.

2nd. July 1st, 1761.—Members returned for County: A. Hinshelwood, Joseph Pernette, Township: S. Zouerbuhler, P. Knaut.

Mr. Hinshelwood was one of the Clerks of the House. He came to Halifax as Governor's clerk, in 1749.

In 1763, S. Zouerbuhler was sworn in Councillor.

3rd. May 28th, 1765.—County: Joseph Pernette, Philip Knaut. Township: Archibald Hinshelwood.

4th. 1770.—County: Archibald Hinshelwood. Township: P. Knaut.

5th. 1774.—County: John Creighton, Otto W. Schwartz. Township: Philip Knaut.

1775.—John Creighton sworn in Councillor. John Newton took the vacant seat in the Assembly.

1776.—County: Otto W. Schwartz. Township: Philip Knaut.

1777.—County: Otto W. Schwartz. Township: John Newton.

6th. June 11th, 1782.—County: Otto W. Schwartz, Casper Wollenhaupt. Township: John Newton.

First division in Assembly, November 23rd, 1784.

7th. December 5th. 1785.—County: Detleb C. Jessen, John W. Schwartz. Township: Casper Wollenhaupt.

8th. March 20th, 1793.—County: J. W. Schwartz, Edward James. Township: John Bolman.

9th. February 20th, 1800.—County: C. Wollenhaupt, Lewis Morris Wilkins. Township: John Bolman.

10th. November 18th, 1806.—County: Lewis M. Wilkins (elected Speaker) and Edward James. Township: John Bolman.

11th. February 6th, 1812.—County: L. M. Wilkins, Francis J. Rudolf. Township: John Creighton.

Mr. Wilkins was appointed Judge of the Supreme Court, and Mr. Creighton elected in his place in 1818. The Judge had practised law at Lunenburg, where he married a daughter of Colonel Creighton. The late Mr. Justice Wilkins and Attorney General Wilkins were his sons.

12th. February 11th, 1819.—County: F. Rudolf, John Heckman. Township: Edward James.

13th. November 12th, 1820.—County: John Heckman, Lot Church. Township: Edward James.

14th. February 1st, 1827.—County: Lot Church, William Rudolf. Township: John Heckman.

15th. November 8th, 1830.—County: William Rudolf, John Creighton. Township: John Heckman.

16th. January 31st, 1837.—County: William Rudolf, Garrett Miller. Township: John Heckman.

17th. February 3rd, 1841.—County: John Creighton, Edward Zwicker. Township: John Heckman.

18th. February 8th, 1844.—County: John Creighton, Charles B. Owen. Township: John Heckman.

19th. January 22nd, 1848.—County: George Ernst, Henry Mignowitz. Township: John Kedy.

20th. November 4th, 1851.—County : John Creighton, Benjamin H. Zwickler. Township : Henry S. Jost.

21st. January 31st, 1856.—County : Benjamin Reinhardt, George Geldert. Township : Henry Bailly.

22nd. January 26th, 1860.—County : Benjamin Wier, Henry Moseley. Township : Henry Bailly.

23rd. February 4th, 1864.—County : Henry S. Jost, Henry A. N. Kaulbach. Township : William Slocomb.

Dr. Slocomb died in 1865, and Abraham Hebb was elected to fill the vacancy.

24th. January 30th, 1868. Returned : James D. Eisenhauer, Mather B. DesBrisay.

25th. February 22nd, 1872.—Returned by acclamation, J. D. Eisenhauer, M. B. DesBrisay.

26th. March 11th, 1875.—Returned : J. D. Eisenhauer, M. B. DesBrisay.

In 1876, Mather B. DesBrisay, then Speaker of the House of Assembly, was appointed County Court Judge for District No. 2, and Charles H. Davison, Esq., was elected to fill the vacancy.

27th. March 6th, 1879.—Returned : Charles A. Smith, Edward James.

In 1882, after the General Election, Charles E. Church, Esq., was appointed Provincial Secretary, and was re-elected by acclamation. In 1884, he was transferred to the Department of Public Works and Mines, which office he still holds.

28th. February 8th, 1883.—Returned : Charles E. Church, George A. Ross.

29th. March 10th, 1887.—Returned : Hon. Charles E. Church, George A. Ross.

Mr. Ross died in 1888, and John Drew Sperry, Esq., of Petite Riviere, was elected by acclamation to fill the vacancy.

30th. April 2nd, 1891.—Returned : Hon. Charles E. Church, John D. Sperry.

31st. January 31st, 1895.—Returned : Hon. Charles E. Church, John D. Sperry.

The following gentlemen who have been members of the Provincial Legislature are still living : Henry Bailly, Senator Kaulbach, James D. Eisenhauer, M. B. DesBrisay, Charles H.

Davison, Charles A. Smith, Edward James, Charles E. Church, and John D. Sperry.

At the election held in 1855, votes were given by John Langille, of Block-house, his ten sons and two sons-in-law, and by James Mills, of Chester, and his nine sons.

Gentlemen appointed from the County of Lunenburg to seats in the Legislative Council of Nova Scotia :

1838. February 1st.—Hon. William Rudolf.

1859. February 3rd.—Hon. John Creighton. Appointed President of the Council, March 9th, 1875.

1881. April 6th.—Hon. William H. Owen.

Gentlemen returned to represent the county in the Dominion House of Commons :

1867. Edward M. McDonald.

1872. Charles E. Church.

1874. Same. By acclamation.

1878. Charles E. Kaulbach.

1882. Thomas T. Keefer.

1883. Charles E. Kaulbach.

1887. James D. Eisenhauer.

1891. Charles E. Kaulbach.

Hon. Henry A. N. Kaulbach, Q.C., was called to the Senate of the Dominion, March 27th, 1872, and still occupies the seat.

James A. McLean, Esq., Q.C., is the Revising Barrister for the County.

WARDENS AND COUNCILLORS.

The following Councillors for the Municipality of Lunenburg and New Dublin, were returned at the first election held November, 1879 :

Benjamin Berringer,

John Lohnes,

James H. Wentzel,

Edward Langille,

Azariah Zwicker,

Joseph Mullock,

Heli MacKay,

John D. Sperry,

Thomas K. Cragg,

James A. Curll,

Philip Cross.

The present Councillors, besides Warden DeLong, are :

James H. Brown,	James E. Dauphinee,
David Lohnes,	Heli MacKay,
Thomas S. Howe,	William S. Drew,
James H. Wentzel,	George H. West,
Lewis Knaut,	W. J. Wentzel,
George A. Pickles, M.D.,	George A. Boliver.

The several Wardens have been : Thomas K. Cragg, 1880-1887, Jas. H. Brown, 1887-1891, George H. West, 1891-1893, Wm. H. DeLong, 1893 (still in office).

Edward H. Solomon, Esq., has been Clerk-Treasurer since January 8th, 1884.

The first election for the Municipality of Chester was held November, 1879, and the following Councillors were returned : George W. Richardson, Daniel Duncan, James Hiltz, Peter Boutilier and George Shatford. Chester Basin was then included in another district.

The Councillors last elected, besides Warden Hiltz, are : Burton Hennigar, David M. Turner, George Shatford, Henry Boutilier, and Nathan W. Keddy.

The office of Warden has been filled by George W. Richardson, Robert A. Smith, James E. Whitford, and Henry A. Hiltz (now in office).

Charles Lordly, Esq., was appointed Clerk in 1880, and held the position until his death in 1889. His son, Captain Edwin D. Lordly, has been Clerk since January, 1890.

CHAPTER XL.

Agriculture and Horticulture—Work done by Men and Women in the County, and Improvements made from time to time in the Raising of Crops and Fruits.

“Happy the man who tills the field,
Content with rustic labor ;
Earth does to him her fulness yield,
Hap what may to his neighbor.
Well days, sound nights—oh, can there be
A life more rational and free ?”

THE surface of the county is undulating, and the producing capabilities of the soil are excellent. Among the most valuable lands there are many thousands of acres of wild meadow, capable, by proper drainage and cultivation, of yielding abundant crops.

Agricultural societies have been long established in several districts.

In a letter dated Halifax, November 19th, 1818, “Agricola,” father of the late Chief Justice Sir William Young, in acknowledging letters from different quarters, relative to agricultural societies, wrote: “This last week, too, I have heard that a few leading characters at Lunenburg are bestirring themselves to found one there, a place highly suitable, as being surrounded by a well-cultivated district.”

At a meeting of landed proprietors and farmers of the county, held in the court-house of Lunenburg, upon the 28th day of December, 1818, resolutions were moved by the Rev. Roger Aitken, and being seconded, were unanimously adopted.

Resolved, That the grain produced in the County of Lunenburg is not sufficient for the subsistence of the inhabitants: while the practice of importing flour, and other articles of

necessity from the United States, not only creates a dependence upon a foreign power, which, under certain circumstances, may be used as a measure of annoyance against this province; but tends to impoverish the country, by draining it of its cash, which never returns to it in the course of trade.

Other resolutions followed relating to clearing of land, supplying of food, and the introduction of an improved system of husbandry. It was further

Resolved, That the surest method of introducing such a system into general use throughout this county will be the establishing an agricultural society, to be called "The Lunenburg Farmer Society."

Arrangements were made for the appointment of a committee to draw up rules, and to report them to another meeting in January, to which landed proprietors and farmers generally were to be invited.

The resolutions were signed, "Francis Rudolf, Chairman."

1819. January 30th.—The committee appointed on the 28th December, consisting of the Rev. Roger Aitken, Francis Rudolf, John Creighton, and John Heckman, Esquires, having submitted to the meeting a set of rules for the regular governance of the Lunenburg Farmer Society, they were unanimously adopted, and the following gentlemen elected office-bearers :

President : Rev. Roger Aitken.

Vice-President : Francis Rudolf, Esq.

Secretary : Henry Wollenhaupt, Esq.

Treasurer : Edward James, Esq.

COMMITTEE.

John Creighton, Esq. (J.P.),	Philip Rudolf, Esq.,
John N. Oxner, Esq.,	William Rudolf, Esq.,
Henry Kaulbach, Esq. (H.S.),	Mathew Ernst, Esq.,
John Heckman, Esq.,	Mr. Gasper Ernst,
Mr. Jacob Boehner,	Mr. George Oxner,
John C. Rudolf, Esq. (J.P.),	Mr. Philip Arenberg.

A letter to "Agricola," embodying what had been done, was

sent by the Secretary, in reply to which the following was received :

"I am truly glad that Lunenburg has given this declaration of the interest felt there in the general prosperity ; and that county, from being long engaged in the pursuit of husbandry, is well calculated to give us practical lessons in this art, which lies at the foundation of national independence, wealth, and happiness. That industrious settlement is a model to all others : by a careful cultivation of the soil, and by attending to the products of the garden, it has amassed more real opulence, and has a greater command of cash, than any other county, and is a public example of what can be achieved in Nova Scotia by the plough and the spade."

To Agricola,

ROSE BANK COTTAGE, SHERBROOKE, March 26th, 1819.

SIR,—From your laudable exertions to promote agriculture in this province, I take the liberty of enclosing you the proceedings of a society formed in the New Military Settlement of Sherbrooke. The settlement is still in its infancy, and composed of men who are very little versed in farming, and quite unacquainted with the nature or even the names of roots ; and also with what grasses and seeds they should use, having passed the most of their days in the service of their country. Any advice you may be pleased to give on this subject will be gratefully received.

I am, sir, your obedient servant,

W. Ross.

P.S.—I have the pleasure to inform you that we have two hundred and one bushels of winter grain at present in the ground.

THE PROCEEDINGS OF THE SHERBROOKE AGRICULTURAL
SOCIETY AND COMMITTEE.

At a meeting of the inhabitants of Sherbrooke Military Settlement, called for the purpose of taking into consideration

the necessity of forming an agricultural society, it was unanimously

Resolved—

First: That William Ross, Esq., should be President.

J. S. Wells, Esq., Vice-president.

Mr. John Hunt, Treasurer and Secretary.

Secondly: That a committee should be formed to act in concert with the above officers for the good of the society, and the following were nominated for that purpose:

D. W. Crandal, Esq. (J.P.), James Walker, Esq. (J.P.),

Mr. Joseph Gates, Mr. Robert Patterson,

Mr. Samuel Steel, Mr. George Perrier,

Mr. James Brown, Mr. William Griffin,

Mr. William Larder, Mr. William Light.

At a meeting of committee, held at the house of Mr. Gates, February 27th, 1819, it was, among other things,

Resolved, That a reward of five pounds shall be paid out of the funds of the society, to any person or persons who may find a bed of limestone in the settlement; and that the society should receive, gratis, whatever quantity they may want for their own use for twelve months from the proprietor.

Resolved, That D. W. Crandal, Esq. (J.P.), and James Walker, Esq. (J.P.), of Chester, should form a part of the committee, and act for the society in their neighborhood when occasion required.

J. HUNT, *Secretary*.

At the first Provincial Exhibition, held at Halifax in 1854, prizes amounting to \$37 were awarded to Dr. Steverman, Mrs. William Rudolf, Miss Cossmann, and Miss Mary Geldert, Lunenburg; and Frederick Levy, and Sarah Zwicker, Mahone Bay.

The county has taken a good position at subsequent Provincial and county exhibitions, with its products of field, orchard and garden; and many prizes have been secured.

In 1861, the county was visited by the army worm. It was about an inch and a half in length, black on the back, sides striped, legs armed with sharp claws, and mouth large. An

immense amount of damage was done to growing crops. Whole fields of grain were in many places destroyed.

In 1879, a half bushel of peaches were grown by Mr. Simeon Hebb, near Bridgewater, in a position open to the south, and sheltered on the north by spruce trees. Mr. Hebb was also successful in 1881. The fruit referred to was pronounced as good as that imported.

In the summer of 1895, Mr. Charles Hall picked in his garden, Bridgewater, peaches of very large size and fine flavor.

Apples of all the choice varieties grow well in the county. The late Abraham Hebb, M.P.P., who lived near Bridgewater, had an excellent orchard of some years' bearing, and another of more recent date. Of these he took the greatest care, for which he was well repaid. Fine grapes and luscious peaches have been grown on the same farm in the open air, and on other farms in the neighborhood. Fruit culture is all the time increasing in the county, and there is a growing demand for trees of the best kinds.

By the death of Mr. Hebb, "Indian Garden" passed to his son; Mr. William A. Hebb, who has given special attention to the orchards, from which he gathers an abundant crop. He took, in one season, fifteen barrels of Baldwins from one tree, and thirty-six barrels from four other trees—fifty-one barrels from five trees. In 1892, he gathered 550 barrels, including all the best kinds. Some years ago, his father cut off a very young apple-tree in order to graft it, and put the part removed into the ground. It rooted, and is now the largest tree in the orchard. On one branch of it, thirty feet long, the present owner grafted a lot of scions. These are growing up from it like a row of separate trees, and bearing quite a lot of fruit.

PROVINCIAL EXHIBITION HELD AT HALIFAX, 1879.

The *Morning Chronicle*, October 2nd, referring to the display of apples, said: "Lunenburg's collections are very fine, two of them being almost equal to anything shown. The third is slightly bruised, but the whole three are highly creditable." Speaking of "dozens of apples of various varieties," Duchess

of Oldenburg was named, of which it was said: "Two dozen indifferent and by no means equal to others of the same variety shown in county collections, least of all to the Lunenburg specimens, whose excellence has already been commented on."

The *Morning Herald*, of same date, said of the apples: "Lunenburg county sends three lots, and evidently, from the fine appearance of those that are exhibited, the fruit-growers of this county are paying more attention to this branch of farming. In fact, the collections are almost equal to those shown by Annapolis county."

In the report for 1887, of the Fruit-growers' Association for Nova Scotia, Lunenburg county is thus noticed:

"R. W. STARR—I saw larger fruit in some of the small orchards in the valley of Upper La Have than I have seen in the Annapolis valley. I might say the same of New Germany. In Bridgewater the various kinds of fruit looked as well as those we have here under ordinary cultivation, and there is no reason why the whole of that central portion of the country should not be equally successful with Annapolis in this industry. They do not require any more drainage than we do, and their soil is naturally better than ours, though they have not the same facilities for manuring."

At the closing exercises of the School of Agriculture at Truro, in October, 1889, Mr. Henry Koch, son of the late Joshua Koch, of East Bridgewater, read an interesting and highly instructive essay on the "Cultivation of Strawberries." He was introduced by Prof. Herman W. Smith.

The *Morning Chronicle*, reporting the annual meeting of the Halifax Agricultural Society, in November, 1891, had the following:

"Dr. Lawson placed on the table a basket of fine Bishop pippin apples, perfectly clean well-formed fruit of nearly uniform size, weighing from 7 to 7½ ounces each, that had been sent by Judge DesBrisay, grown on his grounds at Bridgewater, in Lunenburg county; also several beautiful and well-flavored Gravensteins from the orchard of Mr. W. A. Hebb, near that town. These samples of fruit were commented upon as affording

striking evidence of the suitability of Lunenburg county for fruit raising."

Mr. Justice Weatherbe wrote of Bishop pippins sent to him from Bridgewater, that he had "seen nothing better in what is called our famous fruit belt."

The summer meeting of the Fruit-growers' Association for 1892 was held at Bridgewater in "the unique Music Hall," on the 7th of July.

Addresses were delivered by President Bigelow, R. W. Starr, C. R. H. Starr, Prof. Lawson, Rev. W. E. Gelling, and Rev. S. March.

President Bigelow spoke of the profit of fruit growing, and the prospects of Lunenburg yet rivalling King's or Annapolis counties in the production of fruit for the English market.

C. R. H. Starr, Esq., said: "There was no question as to what could be done in fruit growing in this section of the Province, if only the people would give the matter proper attention. That was practically demonstrated by a visit to Mr. W. A. Hebb's place this morning, whose orchard would rival most orchards of its age in the Annapolis valley. This orchard has produced seven hundred barrels in one season. Mr. Hebb did not complain that he had no market. Quantity and quality would find a market every time."

Prof. Lawson said that he remembered twenty years ago seeing a collection of apples exhibited at Halifax by Mr. Hebb, father of Mr. W. A. Hebb, then a member of the House of Assembly, as fine fruit as he had ever seen. There was no doubt about the capabilities of Lunenburg county as a fruit-growing district. Bridgewater should be the centre of a vast orchard.

In 1893, an apple-tree injured by a storm was cut down on the farm of Mr. David Wile, of Andrew, near Bridgewater. It was 105 years old, and nine feet in circumference. One of the main branches was eighteen and a half inches through. The tree was cut off close to the ground, and in the centre of it an iron hatchet, a prong of a stable fork, and a piece of brick were found. Fifteen barrels of fruit have been taken from the tree at one picking. The year it was removed it yielded four

barrels of well-flavored apples of about the size of a hen's egg. It made more than a cord of wood, and a large part of it was sold at the Bridgewater Foundry as material for ship's wheels.

The report of the Fruit-growers' Association, 1895, contains an address by Prof. Faville, in which he said :

"Bridgewater and its surrounding country, I am sure many of you will bear me out in saying, by climate and position, is naturally as well adapted to fruit growing as any part of Nova Scotia. Here we find peaches, apricots, plums, apples, etc., of the known commercial varieties, growing with success. Mr. Hebb's orchard during the last season produced over eight hundred barrels of apples. The Diana grape ripens here. The La Have valley is being slowly planted to trees. Progress is needed in spraying and care of orchards. A large quantity of vegetables is produced near Lunenburg, and at New Germany fruit tracts are bearing well."

Very fine apples were grown on the grounds of Councillor Lewis Knaut, at Mahone Bay, in 1895. The Gravensteins were very superior, and some of the Emperors were ten inches in circumference.

Commodious and well-appointed exhibition buildings have been erected and used at Mahone Bay and Bridgewater.

In 1880, Mr. Charles Fritze, of Lunenburg, sent a number of articles to the Halifax Exhibition—among them one squash measuring 7 feet 2½ inches in circumference, a mangel-wurzel weighing twenty pounds, and a cauliflower weighing fourteen pounds.

Mr. Henry Dauphinee, of Lunenburg, brought to the exhibition in Bridgewater, in 1881, six squashes weighing in all 1,000 pounds. The largest weighed 214 pounds, and measured 80 x 97 inches.

A pair of three-year-old steers, at the same exhibition, weighed 2,850 pounds; and a pair two years old, 2,104 pounds.

A pig eighteen months old weighed 700 pounds.

In July, 1882, very large garden strawberries were shown by Mr. E. B. Hyson, Mahone Bay, one 5¾ inches in circumference. Mr. John Anderson, of Lunenburg, had several of 5 inches, and one 5½ inches.

In the fall of 1883, Mr. Charles Eikle, of Crouse Town, from 12½ quarts of wheat sowed on a well-prepared piece of land, containing three-tenths of an acre, realized the magnificent yield of 18½ bushels. This, it will be seen, is a return of over fifty-fold.

In 1885, among the cattle for Easter beef, exhibited in Halifax, were the following: Two steers, three years and nine months, 1,900 pounds, raised by Benjamin Westhaver, Martin's Brook, Lunenburg; one steer, five years, weighing 914 pounds, raised by Francis Kaulbach, Conquerall; one steer, five years, 910 pounds, raised by Charles Zwicker, Mahone Bay.

In March, 1885, Mr. William A. Hebb, of Indian Garden, near Bridgewater, sold for the Halifax market a pair of beeves weighing 4,360 lbs. One of them was 8 feet 4 inches in girth, and 9 feet 2 inches in length: and in 1887 he sold in Halifax, for \$310, a pair of oxen, fattened by himself, which weighed 4,700 pounds.

Mr. Charles Hewitt, of Lunenburg, received from Philadelphia, in 1886, prizes amounting to \$60, for two squashes which weighed respectively 262 and 223½ pounds, and a pumpkin of 206½ pounds.

Mr. Hewitt, in 1883, raised the "largest squash on record," weighing 293 pounds.

In 1888, ex-Councillor Philip Cross, of Conquerall, took forty barrels of fruit from his cranberry patch. He sold them for \$6 dollars a barrel, or \$2 per bushel.

Several others have been successful in raising cranberries, and more attention is being given to their culture.

At the exhibition held in Lunenburg, in 1889, Benjamin Morash showed two squashes, weighing 214 and 182 pounds respectively.

In 1895, gooseberries 3 x 3½ inches were grown in the garden of Mr. Daniel J. Rudolf, at Lunenburg.

One great drawback to a more successful prosecution of agriculture, has been the too general endeavor to unite farming and lumbering—pursuits which are incompatible. It is gratifying to know that many persons, having become fully aware

of this fact, have devoted themselves exclusively to farming, and have not only made "the wilderness" to "blossom as the rose," but are becoming independent.

The county furnishes notable instances of what can be done by close attention to agriculture, one of which may be mentioned. Solomon Vienot, who died in July, 1895, became owner of 250 acres of forest land, in what is now Hemford. He felled the first tree, and shortly afterwards built a small log house, in which he lived alone for several years, being his own cook and housekeeper. All the chopping was done by him, and he had only occasional assistance when piling the logs for burning. Ninety acres were cleared, and he had a large portion under the plough and well cultivated. He gathered in one season twenty to twenty-five tons of English hay, nine tons of meadow hay, and large quantities of wheat, barley, oats, corn, rye, potatoes, turnips, carrots, pumpkins and cabbages. Having received instructions from an Indian (Simon Glode), he made the buckets, butter firkins, tubs and other articles of woodenware required on the farm. He was out of debt and had a comfortable home, enjoyed good health, and boasted that he could do his own "doctoring." The farm, in walking over which he could feel much honest pride, is now in the midst of a large and flourishing settlement, where, as elsewhere in the county, are many more visible proofs of the returns which may be expected from a diligent tillage of the soil.

Mrs. Vienot makes a superior article of maple sugar. In the forest belonging to the farm, there are many hundreds of sugar-maple trees, from several of which have been taken forty pails of sap each. The sugar sold by Mrs. Vienot, in one season, besides all that was used, realized \$20.32.

Mr. Emmanuel Hebb, who lives about three miles from Bridgewater, has a fine productive farm, to which he and some of his family have been paying great attention. He has built a well-finished barn of 102 feet in length, and most conveniently arranged. Besides the usual farm crops and good fruit, he raises a large supply of choice market vegetables,

for which he finds ready sale. Samuel Fancy, James William Hebb, Ephraim Hebb, Joseph Newcomb, and other farmers in the vicinity have been making great improvements on their properties, and reaping the rewards which follow a faithful tillage of the soil. It would be well if many more would do likewise.

This county has long been celebrated for the abundance and quality of its cabbages. Schooner loads have been shipped for ports abroad. Some of the largest are grown on Big Tancook. In November, 1894, Mr. Sylvester Baker, of that island, pulled two from his field, one of which weighed $25\frac{1}{2}$, and the other $23\frac{1}{2}$ pounds. Cabbage is a staple article of food, especially among the people of German descent; and when made into sauerkraut, is also very much used. This dish has been the subject of many jokes, at the expense, as has been foolishly supposed, of "Lunenburgers," who may in their use of it derive satisfaction from the fact that "The Augsburgh Beauty," Philippine, wife of Archduke Ferdinand of Austria, had a passion for sauerkraut, and was advised to eat it with pork, rather than with fat capon.

The people are generally fond of flowers, and in the gardens, especially in those about the old homesteads, the more showy flowers seem to have the preference. Sometimes the most beautiful flowering house-plants are found in the dwellings of those who have least of this world's goods; and the "ivy green" is occasionally seen winding its way around the whitest of walls, in rooms the windows of which are adorned with roses, fuchsias, calceolarias, balsams, and several varieties of geraniums.

Many of the women of the county manufacture various kinds of linen and woollen cloth, and also yarn and sewing thread. The introduction of carding machines has been the means of saving them much labor in getting the wool ready for spinning. Flax is wholly prepared by hand. In the autumn it is broken. A hole or kiln is dug in the ground, generally on the side of a hill, all but the front being walled up. Small poles are laid across the top. On these the flax is placed, and a

fire made underneath. When dry it is taken to the brake, where it is scutched or bruised, the outer covering being partly removed from the fibre. It afterwards goes through the process of swingling, by which the remainder of the outer shell is thrown off. It is then hackled, or as the Germans call it, hetchelled, which takes out the refuse called tow, and causes the fibres of the plant to lie evenly together, after which it is twisted up into small bundles, and put away for spinning. Very superior flax is raised in the county. The first prize for "best skutched flax," and the second prize for "best bundle of flax in raw state," were awarded to Abraham Hebb, Esq., at the Provincial Exhibition held at Halifax in October, 1868.

Parties composed of men and women, boys and girls, the fair sex generally predominating, are willing and cheerful guests at "breaking frolics." The noise of the instruments can be heard at some distance. The gathering-in of the flax is followed by a genuine merry-making and a feast of good things, at which kind-hearted mothers and "cherry-cheeked maidens" do the honors to the satisfaction of all concerned.

A great many warm knitted woollen drawers, socks, gloves, and mittens are taken by the women to market in the towns and villages. Their "home-made" dresses are often so well woven, and striped or plaided with so much taste, that unless closely inspected they can hardly be distinguished from imported fabrics.

Ruskin says: "After Agriculture, the art of Kings, take the next head of human arts—Weaving, the art of Queens, honored of all noble women." Some of the carpets and mats manufactured for domestic use are very beautiful in colors and design; and the linen table-cloths and towels, when nicely bleached, are by many housekeepers preferred to others, and are often eagerly sought for by strangers visiting the county.

Lunenburg county women also know well how to make the famous feather beds used as coverlets, a fashion brought from the Fatherland. It is very amusing to listen to stories told by those who have for the first time been treated to this—often too comfortable—kind of bed-clothing. One asserts that he emptied the sack and used the latter as a sheet.

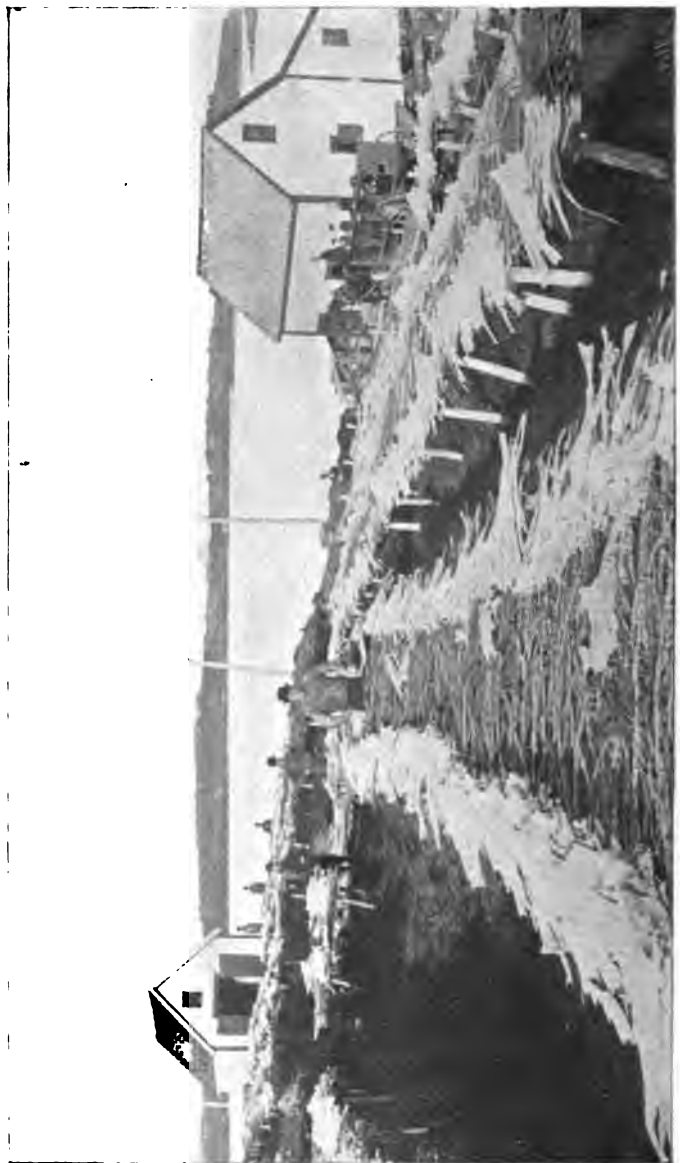
The industry of the women in the country districts is very commendable, and to them may with truth be applied the words of the Book of all books :

“ She seeketh wool, and flax, and worketh willingly with her hands.”

“ She layeth her hands to the spindle, and her hands hold the distaff.”

“ She looketh well to the ways of her household, and eateth not the bread of idleness.”

The late Hugh M. Moyle, Esq., Collector of Customs at Lunenburg, gave cheerfully his valuable assistance to further the agricultural interests of the county, and in this, as in other respects, his decease was a public loss. He died at Lunenburg, June 16th, 1868, aged fifty years.



MAKING FISH.

CHAPTER XLI.

Fisheries—Kinds and quantities of Fish caught—Vessels, Boats,
and Men engaged—Deep Sea and other Fishing.

“ The fields that no man sows,
The farm that pays no fee.”

THERE is no body of men in this county who deserve to be held in higher regard than the fishermen. The farmers are a hard-working class, and contribute very largely to the general prosperity. They have, indeed, their days of toil, but they have also their nights of sweet repose. The fishermen must work by day and watch by night: and they have to labor in the midst of difficulties and dangers of which landmen know only by hearsay. The deep sea fishermen especially contribute immensely to the wealth of the county and Province.

The great American statesman, John Quincy Adams, well said: “There is something in the very occupation of fishermen, not only beneficent in itself, but noble and exalted in the qualities of which it requires the habitual exercise. In common with the cultivators of the soil, their labors contribute to the subsistence of mankind, and they have the merit of continual exposure to danger, superadded to that of increasing toil. Industry, frugality, patience, perseverance, fortitude, intrepidity, souls inured to perpetual conflict with the elements, and bodies steeled with unremitting action, ever grappling with danger and familiar with death—these are the qualities which are called forth by the daily labors of the fisherman’s life.”

Villebon wrote, in 1699, in reference to the fisheries and commerce of Acadie, that “if rightly managed, this Province is a Peru.”

The shore and river fisheries of this county were formerly very productive. The earliest account connected with them is

that Razilly (previously mentioned as Commander-in-Chief residing at La Hève), Denys, who came out with him, and a Breton merchant called Dauray sent fish from La Hève to Bretagne, which sold well. They afterwards sent the *Catharine*, a vessel of two hundred tons, commanded by Denys' brother, to Portugal, with a cargo of codfish, of the proceeds of which they were there defrauded. These exportations were made between the years 1632 and 1636.

The coast fisheries excited the astonishment of Lord Cornwallis, who, on his visit in 1749, wrote that those on board his ship caught fish every day, since they were within forty leagues of the coast: and that "the harbor" was "full of all kinds of fish."

The following is stated in a letter dated Halifax, August 21st, 1749: "A man may catch as much fish in two hours as will serve six or seven people for a whole week, such as cod, halibut, turbot, salmon, skate, haddock, herrings, smelts and lobsters; and they lie as thick as stones in Cheapside, so that Billingsgate is but a fish-stall in comparison to it."

Strange as it may now appear, American fishermen used to "kill voyages" between Tancook and Long Island. An aged inhabitant told the writer that he and his brothers often went out in a boat sixteen feet long, in early morning; and in the immediate neighborhood of Heckman's Island, with hook and line, loaded it with mackerel larger and fatter than any now caught.

In the month of October, boats from the Blue Rocks would come into Lunenburg, laden with No. 1 mackerel. They were so abundant that men were engaged along the shore, day and night, in splitting and curing them. The price, when in prime shipping order, was from three to four dollars per barrel; and they could be bought at the stages (taken from the puncheons), split and salted, at the rate of one dollar for each hundred-weight.

In those days the waters literally teemed with fish. Great quantities of salmon were caught in the La Have River, in March and in May. Shad were also very abundant, and of the

finest quality. Three hundred and fifty shad were not thought much of a catch for one day.

In the month first named, nets were set through holes cut in the ice, and the fishermen were accustomed to say that if they did not get more fish than they could carry home without their ox-carts, it was not worth while to go to the river. The McLeods, from Liverpool, caught in one season at Cook's Falls 1,800 barrels of alewives. Cook and Moser brought down the river in one day 1,500 barrels. Moser loaded his brig with alewives, and exchanged them in the United States for flour, barrel for barrel. Sometimes a man endeavoring to pull out a square hand-net would find the quantity of fish enclosed to be so large that he was unable to lift them to shore. It was no uncommon thing for twenty or thirty salmon to be taken from a net at a single haul. Parties, on going to the river, frequently found their nets sunk with the weight of the fish.

Melchior Broom sometimes took seventy-five or eighty fine shad, and ten or more salmon, near Miller's Wharf, by the bridge at Bridgewater. Andrew Wile and others frequently filled their box-carts with alewives at Sandy Brook in a short time.

Two men went to Cook's Falls on one occasion, and, standing above them, they saw a bear on a rock below eating alewives, and shot him in the back. Another then appeared in sight, and he also was fired at and wounded, when both took to the river and went down into the still water. The men, fearing lest they should escape, ran quickly below the falls, fired again, and killed them. They saw two cartloads of the remains of alewives left by bears, of which the backs only were eaten.

Many salmon were formerly caught at New Ross and other places in the back country.

About seventy years ago, James S. Wells, Esq., took a salmon in Lake Lawson (at Sherbrooke) which weighed twenty-one and a half pounds, and Captain William Ross took another, in the same lake and about the same time, that weighed twenty-three pounds.

Codfish and sea-trout, of very large size, have been taken in nets at Bridgewater.

A brig and a large schooner, belonging to Rudolf, Sponagle and others, were both loaded at one time at Bridgewater with fish caught in the La Have.

In 1818, there were shipped at Lunenburg, between the 12th of January and the 25th of March, in addition to other exports, 5,320 quintals of dried cod and scale-fish, 453 barrels and 24 half-barrels of pickled fish, and 1,300 gallons of fish-oil.

The returns from all the counties, 1851-61, showed that Lunenburg had the largest number of nets and seines, the second largest of vessels, and the third largest of boats. It furnished the greatest quantity of dry fish and oil, the third largest of herrings, and the fifth largest of mackerel. The exports of fish from Lunenburg during the five years from January 1st, 1881. to December 31st, 1885, were :

		Value.
Codfish, dry (quintals).....	533,931	\$2,289,879
" wet (pounds).....	49,500	11,400
Mackerel (barrels).....	20,708	115,797
Herring (barrels).....	29,131	115,492
All other kinds.....	....	6,580
Fish-oil (gallons).....	31,483	15,080
Total.....		\$2,554,228

In August, 1886, Captain Freeman Geldert, of Hand Line schooner *N. P. Christian*, weighed off his spring catch, 1,177 quintals, and had 1,400 more, in all 2,577 quintals. He had weighed off the previous season, 2,474 quintals. He was twenty-two years old, and the youngest of five brothers, all masters of fishing vessels.

"The *Ottawa*, *Narcissus*, *Glenola*, *Aubrey A*, and *Donzella* have each landed from 2,200 to 2,300 quintals at one time. A quintal of dry fish means 112 pounds, and 2,200 quintals, therefore, amount to 246,400 pounds. But it takes about 170 pounds of green fish to make a quintal of dry fish; and our vessels, therefore, when bringing home fares of 2,200 quintals, and upwards, have actually landed upwards of 374,000 pounds of fish."

In 1888, the fisheries of Canada were, in value, \$17,418,510.76,

Nova Scotia's share, \$7,817,030.42, of which there was credited to the County of Lunenburg, \$1,779,821.90.

The county had engaged in the fisheries in the same year 193 vessels and 4,842 men. Value of vessels, \$564,700. Also 1,931 boats, valued at \$34,366.

The first arrival in Lunenburg in this year, from the summer fishing, was the Hand Line schooner *J. A. Hirtle*, Captain Geldert, with 1,000 quintals, sixty of which fish, it was said, "fresh from the sea, would load a dory"—meaning a single-handed dory.

The *Argus*, of December 30th, 1891, had the following statement:

NUMBER OF VESSELS AND BOATS ENGAGED IN FISHING.

Number of vessels, 169; tons, 13,836; value, \$812,400; number of men, 2,343. Number of boats, 1,603; value, \$46,640; number of men, 1,672. Nets and traps, value, \$120,191; fathoms, 675,465.

FISH.

Codfish	205,137 cwt.	Smoked salmon	987 lbs.
Mackerel	20,463 bbls.	Halibut	210,850 "
Herring	23,733 "	Trout	1,555 "
Pollock	39,174 cwt.	Alewives	592 bbls.
Haddock	20,091 "	Squid	282 "
Lobsters	293,000 "	Smelts	6,755 lbs.
Dressed salmon	17,185 lbs.	Eels	167 bbls.

The above is as nearly correct as could be obtained from the customs and other sources. The same paper, on October 24th, 1894, stated:

"The last vessel of the banking fleet arrived here last week. The total catch for the season amounts to 7,252,000 pounds of codfish. In addition to this there are 16 vessels from Ritcey's Cove, which landed a catch of 2,212,000 pounds. Schr. *Nyanza*, Captain Elias Walter, is high line, having nearly 200,000 pounds. The fleet, excluding Ritcey's Cove, numbers 66 vessels, averaging 108,000 pounds each."

The *Progress*, of same date, contained the following comparative statement of catches for 1893-94:

	1893.	1894.		1893.	1894.
Milo	1400	1200	Panama .....	.....	850
Dora .....	..	900	Charlotte E. C. ....	.....	500
Lottie B. ....	....	25	Nokomis .....	.....	1300
Acalia .....	....	250	Energy .....	.....	700
Ontario	1400	1500	Sadie	900	1000
Atlanta	1200	1350	Dictator	1100	950
Director	700	550	Mystic Tie .....	.....	500
Union	900	1200	J. C. Schwartz	1200	1350
Glad Tidings	1150	1000	Melrose	900	700
M. B. Smith	1300	1300	Arcana	850	925
Bona Fides	550	1200	Secret	1050	1000
Britannia	900	900	Florence M.	700	700
Nonpareil	600	1000	LaFrance	800	1000
Werra	950	1000	J. W. Geldert	1000	900
Vivian	700	1100	Samoa	1000	1000
Tyler	725	600	G. A. Smith	700	900
Maggie M. W.	950	950	Bertie C. H.	700	1200
Burnham H.	800	1050	Robert F. Mason	700	800
Clara E. Mason	1200	1200	Irving G. ....	.....	1000
Howard Young	1100	1100	Merino .....	.....	500
Orinoco .....	....	550	Monarch	650	1100
J. A. Silver .....	....	700	White Cloud .....	.....	1000
Gleaner	1200	1300	Bonanza	800	900
L. E. Young	800	900	Valenar .....	.....	800
Oddfellow	900	800	C. U. Mader .....	.....	1000
Urania	1500	1600	Galatea	1800	1500
Molega	1000	1050	Magnolia	800	900
J. W. Young .....	....	1200	Yucatan .....	.....	700
J. H. Ernst	1000	500	Argo	300	500
Erminie	550	900	Mabel B.	500	....
Malabar	1300	1100	Lawrence	1200	1200
O. P. Silver	700	1200	Leopold	900	1200
Jennie Miller	850	900	Laura M. Knock	1050	1000
Minerva	900	1000	Vivian	700	1000
Argosy	1000	1100	M. C. Geldert	900	800
Alaska	1000	1000	Nyanza	1000	1700

In February, 1888, Captain Benjamin Anderson, of Lunenburg, gave a large amount of valuable information relative to

the fisheries, which was published in the *Progress*, and from which the following is taken :

“Comparatively speaking, this town had no fish business forty years ago. There were scarcely ten fishing vessels sailing out of this port in 1850, and if I remember aright they did not average over forty-five tons each, nor did they carry more than ten men and two boats. For the fun of the thing we will call them up. There were the *John Henry*, *Brothers*, *Rambler*, *Peri*, *Dolphin*, and—and—they have slipped my memory, but there were two or three more. That was our fishing fleet forty years ago, and it was captained by Paul Burn, Wm. Brown, Casper Maxner, Casper Schwartz, Leonard Eisenhauer, George Burn, Christian Tanner, Jacob Allen, and Christian Heckman. As a general thing, this fleet left our harbor about the first of June for Labrador, arriving a week or so later.

“The vessels when loaded sailed for Lunenburg, Cape Breton or Newfoundland, where the fish were removed from the hold, washed thoroughly, and spread on the beach to be ‘made’ by the sun. As a general thing, it took about a fortnight to ‘make’ fish, at the close of which they were returned to the vessel, taken direct to Halifax, and sold at from \$1.50 to \$2.50 per quintal. After marketing, we returned home to spend our money, and wait for the next season to come around. This is about all there is to be said, except that we prosecuted fishing on this line until as late as 1870, or thereabouts.

“It was at this period that Lewis Anderson, senior member of the firm of Lewis Anderson & Co., advised David Seaboyer, who was then skipper of one of Anderson’s vessels, to use a ‘seine’ when the fish refused to take bait. This advice was acted on, resulting in a big catch the first season. About this time our fleet became considerably larger in tonnage, as well as in the number of vessels. We had some vessels of eighty tons, carrying a proportionate number of men and boats, and as I have already shown, improvements were being made in the mode of catching fish. But the ‘seine’ was abandoned a little later on, because the fish refused to school, and the ‘trap’ was substituted at the instance of skipper Charles Loye.

"The 'trap' was an ordinary net arranged into four sides, with gateways and a bottom. Fish swam through the gateways and the netted floor was raised; thus they were taken from the sea at certain times during the day. It was an easy affair to operate, and accomplished big things for a couple of seasons. Later on, however, the fish became frightened of the trap, and we discarded it. This occurred about fifteen years ago, when the Labrador cod-fisheries refused to offer profitable returns to Lunenburg fishermen.

"I think it was early in the spring of 1873, when our fleet had reached fifteen vessels and 175 men, that five skippers sailed out of this harbor, to engage for the first time in deep sea, or bank fishing. We reached the banks, and opened up business. At first the effort was not crowned with success. In fact, by the first of June, four of the five had become so thoroughly disheartened that they set sail for Labrador, leaving me on the Grand Banks in command of a 58-ton schooner, the *Dielytris*, four boats and thirteen men. I fished the season through, however, returning with 1,850 quintals of dry fish.

"When we caught 1,200 quintals at Labrador, in the same time and with the same appliances, we reckoned that great things had been accomplished. This achievement of the *Dielytris* inspired Chas. Loye, the late Edmund Hirtle, James Geldert and another skipper whose name I cannot recall at this minute, to pass the season of 1874 on the banks with me. With the same vessel, boats and men, I again captured 1,850 quintals, and the other skippers also secured big fares. In 1875, Lunenburg town sent out ten bankers, all hands reaping a rich reward. Owing to a scarcity of bait, we did not do so well in 1876, but that circumstance did not frighten anyone, as will be clearly seen when I say that in 1873 we had one 58-ton sail speculating on the banks, while we now have a fleet comprising sixty home-built schooners, averaging ninety-five tons, carrying all modern appliances, and prosecuting the deep sea undertaking with enviable vigor and success."

Salted fish form so large an item of trade in this county that the following will be of interest here :

William Buckels was a Zealand fisherman, and in 1386, he discovered that salt would "keep" fish to that degree that they could be packed for export. In that year he salted herrings and packed them in barrels. The discovery was a great thing for the world, and, at that date, for Dutch commerce.

Charles V. erected a statue to his memory. Queen Mary of Hungary, while living in Holland, sought out his tomb, and seated upon it, ate a salted herring—and the people of Bierwick celebrated the five-hundredth anniversary of the event.

Beautiful yacht-like models, attesting the skill of the native builders, may be seen in Lunenburg harbor and at the outports, when our fishing vessels return from their spring and summer trips. Many of them make a grand exhibition in the former harbor during the winter.

Rev. George Grant, writing in August, 1892, said: "I visited Lunenburg county the other day, and was delighted to find what a noble fleet of vessels was owned there, and to learn that almost every fisherman in that fleet of more than one hundred vessels shared in the profits as well as in the labor and risks."

It was reported in May, 1895, that the schooner *Mary Carbral* landed in Boston a fish taken on La Have Bank, which is sixty miles from Cape La Have. It was described as "about five and a half feet long, with a round, snake-like body, surmounted the whole length by a fin eight inches in height. It has an enormous tail. The jaws, about seven inches long, contain three rows of teeth, the first being about an inch long and different from any teeth which any of the fishermen have ever seen. They are flat and blade-like, sharp at the points, almost translucent and slightly flexible. The reptile was taken on a trawl on La Have Bank after a desperate fight."

The *Progress*, of August 28th, 1895, stated that "the fishing schooner *Minnie J. Smith* sailed out of this harbor on April 22nd last, and returned on June 5th with 600 quintals of fish. After taking in outfits, she again sailed away on June 13th, returning on August 16th with 1,900 quintals, making a catch of 2,500 quintals in three months and twenty-four days."

On September 11th, 1895, Mr. George Young, of Blandford,

caught a halibut weighing 260 pounds, which he secured without assistance, being then seventy-four years of age.

FISHING BOUNTIES, LUNENBURG COUNTY,
1882 TO 1893.

YEAR.	VESSELS.	BOATS.	TOTALS.
1882	\$15,161 03	\$3,112 00	\$18,273 03
1883	17,658 00	1,850 00	19,508 00
1884	19,648 24	3,162 00	22,810 24
1885	17,315 34	2,947 00	20,262 34
1886	16,755 64	3,122 00	19,877 64
1887	16,154 33	3,751 50	19,905 83
1888	13,893 81	3,794 00	17,687 81
1889	17,184 42	3,577 00	20,761 42
1890	15,957 09	4,606 00	20,563 09
1891	14,664 68	4,793 00	19,457 68
1892	31,260 36	4,057 00	35,317 36
1893	31,588 21	3,996 00	35,584 21

\$270,008 65

The receiving of claims for bounty, and paying the same, is attended to by Fishery Officers William M. Solomon, Esq., of West La Have Ferry, who kindly furnished the above information, and David Evans, Esq., of Chester.

The Breton fishermen frequently use this prayer, standing in their boats ready to leave the harbor: "Have mercy upon me; my boat is so little, and thy sea is so great"—or, rendered into verse,

"Lord, ere we go, to thee we trust our all,
Thy sea is mighty, and our boats are small."

Doubtless the same prayer, in substance if not in words, is offered up from the hearts of many of our own fishermen.

During their absence at their work, long intervals must pass when their families cannot hear from them. The howling wind and the roar of the ocean frequently sadden the inmates of their sea-girt homes, by reminding them that those they love may be lost amidst the contending elements; but Faith

whispers the comforting assurance that they are under the protection of

“ . . . Him whose sacred form
Once walked upon the sea ;
Whose voice allayed the angry storm
On holy Galilee.”

It is cause for thankfulness, that being not only expert fishermen, but skilful mariners, and having vessels generally “tight and trim,” accidents are few in proportion to the number of men employed.

Looking back, however, over years that are gone, a long list can be made of homes to which loved husbands and sons no more return.

“How often, oh, how often,” has the signal referred to in the following lines been seen :

“ Half-mast high the signal floats !
She's coming in from sea ;
Some sailor of her crew is gone,—
Who may the lost one be ?
The landsmen gaze as she draws nigh,
With trembling sad concern,
The vessel's name to learn,
That comes with colors half-mast high.”

Vacant places there are by many a cottage fireside, but 'not in the hearts of those to whom the lost were dear. Their memory is kept forever green in the broken family circle, to be again complete when the sea shall give up its dead.

“ 'Tis well to find our last repose
'Neath the churchyard's sacred sod ;
But those who sleep in the desert or deep,
Are watched by the self-same God.”

CHAPTER XLII.

Manufactures in the Town of Lunenburg, with Vessels and
Boats Built there and elsewhere in the County.

THE Lunenburg Iron Company, incorporated December, 1891, of which Charles E. Patterson is President, and William T. Lindsay, Secretary and Manager, carries on a business which has an output of about \$30,000 per annum.

The goods manufactured include all kinds of cooking and heating stoves, ship castings in brass and iron, mill and general machinery, and bells weighing from one hundred to seven hundred pounds.

The foundry is equipped with the most improved machinery, and occupies an area of over 12,000 feet of floor space.

Frank Powers (business established 1874), manufactures mechanical fog alarms, ships' signals, lanterns, bicycles and hot-water heating apparatus. Yearly output, about \$20,000.

Hewitt and Adams, sailmakers. Established 1865. Annual output, \$10,000.

C. Albert Smith. Established 1883. Manufacturer of sashes, doors, mouldings, etc. Threshing mill. Yearly output, \$8,000.

Peter Loye & Co., blockmakers. Established 1850. Manufacture all kinds of blocks, dead-eyes and pump-boxes. Annual output, \$1,000.

John A. Eisenhauer. Manufacturer and dealer in stoves, tinware and kitchen furnishings. Established 1887. Yearly output, \$3,000.

COOPERS.

Elias Silver. Established 1881. Output, \$11,000.

George Townshend. Established 1874. Output, \$6,000.

Wilber Sawler. Established 1874. Output, \$4,000.

Seaboyer & Son. Established 1892. Output, \$4,000.

SHIP-BUILDING IN THE COUNTY.

In August, 1787, a handsome brig, built at Lunenburg, arrived at Halifax.

In 1829, Lunenburg had upwards of one hundred vessels engaged in foreign trade, coasting, and the prosecution of the fisheries.

There were owned in Lunenburg, in 1832-33, 1 ship, 6 brigs and 68 schooners; in all, 75 vessels of 3,488 tons.

In 1838, Lunenburg had 17 square-rigged vessels. These included :

Brig	<i>Durham</i> ,	owned by	Wm. and Michael Rudolf.
"	<i>Frederica</i> ,	"	" John Zwicker & Co.
"	<i>Mary</i> ,	"	" " " "
"	<i>Commerce</i> ,	"	" Chas. and Joseph Rudolf.
Brigt.	<i>William</i> ,	"	" J. Zwicker & Co.
"	<i>Good Intent</i>	"	" Sponagle & Co.
"	<i>Emerald</i> ,	"	" John Heckman.

—with top-sail schooners *Magnet*, *Brothers*, *Rambler*, and others.

There is no place in the Province more suitable for ship-building than this county, owing to the nearness of all kinds of timber required; and some of the finest vessels of the classes to which they respectively belong, whether for model, sailing qualities, or beauty of finish, have been here constructed.

The vessels launched in 1860 numbered 22, amounting to 3,138 tons; and on March 30th, 1861, there were 18 vessels on the stocks, estimated at 1,306 tons.

John F. Leary, grandfather of Stephen F. Leary, of Summerside, built a number of schooners in Lunenburg many years ago.

David Smith, born in Lunenburg, has been engaged in ship-building twenty-eight years. He built 5 brigs, 59 schooners; rebuilt 6 brigs, 5 schooners. Since he and Mr. John Smith became partners, they have built 36 additional schooners.

David Smith's father, Gasper Smith, built a schooner on the Common range, and took her half a mile to the sea-shore.

John and Hibbert Young (both dead) built a number of vessels at Lunenburg.

John Young built, among others, brigs *Busy* and *Italia*, brigantines *Oddfellow* and *Chilian*, schooners *Victor*, *Ripple*, and *Friend*. Among those built by Hibbert Young were the brigantines *W. N. Z.*, *Elsie*, *Ocean Bride*, and *Mary*. The writer has been unable to get a full list.

Peter Young, born on Steven's Island, between Lunenburg and Indian Point, employed as shipbuilder for thirty years, built in Lunenburg, 49 schooners. Mr. Young also built in Shelburne, 2 ships, largest 1,290 tons; 7 barques, largest 1,240 tons; 1 full-rigged brig, 4 brigantines.

Joseph Young, born at Mahone Bay, engaged in shipbuilding twenty-six years. He built at Lunenburg, 10 brigantines, 70 schooners. He also built at Chester, 1 schooner.

James Maxner built 2 large schooners at Lunenburg.

William Morash built 4 schooners in the county.

Stephen Morash, of Lunenburg, built, at Chester Basin, 2 brigantines and 10 schooners for J. Levi Oxner; at Mahone Bay, 2 schooners; at Lunenburg, 4 yachts for Halifax, and 300 fishing and other boats; at Chester, 1 schooner and 20 boats. He built a four-oared row boat, "*Miner's Delight*," which came in first at Chester Regatta, 1894. He modelled the steamer *Lunenburg*. A prize of \$30 was obtained by him at Halifax, for a fishing boat, and a prize for a schooner's model in 1881. In 1884, he received two medals for models of brigantine and schooner, and a medal for a model of a schooner, and one for a canoe at Halifax, 1894.

The schooner *Geneva*, built in Lunenburg by Mr. James Maxner, sailed from Halifax, N.S., November 11th, 1890, in charge of Captain H. F. Seward. On the fifth day out, there was a terrific storm, which lasted twelve hours, with a mountainous sea. The equator was crossed when thirty-one days out. On January 9th she anchored in San Vincent's Bay, Terra del Fuego, for water and repairs and left next evening. At noon of January 16th, she was considered to be safely around Cape Horn. The passage from Halifax to Vancouver Island, 14,000 miles, was made in 110 days, including the stop referred to, and broke all sailing records at the latter port.

The *Geneva* was called "the fastest sailing vessel on the Pacific coast." Captain Seward's wife was with him on the voyage.

The Victoria (B.C.) *Colonist*, from which the above facts were taken, referred to another schooner, the *Ocean Belle*, built in Lunenburg by Mr. Peter Young, and stated: "Captain O'Leary, who brought her from Nova Scotia, has the satisfaction of knowing that he has not been beaten by an outside schooner."

A writer from Victoria, B.C., said of the schooner *Otto*, built by Abraham Ernst, Mahone Bay: "She is probably as saucy a looking craft as ever sailed these seas. These eastern boats are all beauties."

In 1888, the brigantine *Sceptre*, Captain King, owned by Messrs. Zwicker, of Lunenburg, made the round voyage from that port to two ports in Porto Rico, thence to Turk's Island, and home in thirty-two days. The same vessel and captain made eight round voyages to West India Islands inside of fourteen months.

The brigantine *W. E. Stowe*, Captain Smeltzer, left Lunenburg, February 27th, 1892, arrived at Kingston, Jamaica, March 14th; left that port, March 24th, and reached Lunenburg in fourteen days—making the round trip in forty days.

BUILT AT MAHONE BAY.

Several fine schooners were built at Mahone Bay previous to the last American war. The following are among those which have been constructed since that date:

Built by McLeod and Copeland. Contractor, Jacob Zwicker—Barque *Lunenburg*.

Built by Elkanah Zwicker—Barque *Royal Arch*; brigantine *A. A. Chapman*; schooners *Golden Rule*, *Seaman's Bride*, *Jolly Tar*, *Alice Rogers*, *Blue Nose* (bows planked with elm), *Hector*, *Inquisitive*.

Built by the late John Hiltz—Brigantine *Queen of the West*.

Built by the late John Young—Brigantine *Active*

Built by Joseph C. Morgan—Brigantine *Argo*.

About sixty years ago, Frederick Hiltz built the schooner *James William*, at Clearland, three-quarters of a mile from Mahone Bay. Thirty-six pairs of oxen were attached to a sled

constructed for the purpose, and the vessel was thus conveyed to the salt water.

Many fine vessels have been built by the Messrs. Hiltz, at Murderer's Point, between Mahone Bay and Gold River.

John H. Zwicker has built in his yard at Mahone Bay: One full-rigged ship of 1,400 tons; 3 barquentines, about 500 tons each; 7 brigantines, from 150 to 300 tons; 132 schooners, from 50 to 150 tons; 3 whalebacks, 300 tons each, to carry coal for the Little Glace Bay Mining Company; 1 schooner, built at Bridgewater. The above vessels were owned in the West Indies, Halifax, Lunenburg, Chester, St. Margaret's Bay, Martin's Point, Mahone Bay, Dublin Shore, Port Le Bear, Lockeport, Shelburne and Yarmouth. Among the schooners built by Mr. Zwicker was the *Star*, launched in 1869, constructed for missionary purposes connected with the Church of England in the Diocese of Newfoundland.

Peter Langille, blacksmith, of North-West, near Lunenburg, had seven sons, five of whom—Titus, Calvin, Aaron, Stephen, and Enoch—became shipbuilders. Titus was born on January 22nd, 1832, and died December 7th, 1892. He carried on his business at Mahone Bay, and built in this county, 3 barques, 7 brigantines, 56 schooners, and 2 steamships—the *Lunenburg*, plying between Lunenburg and Halifax, and the *Ralph E. S.*, owned at Sambro. The *Lunenburg* is 124 feet long; breadth, 25 feet 5 inches; depth, 12 feet 5 inches; gross tonnage, 265; net, 113. She is a fast traveller. Among other vessels Mr. Langille built are the barque *Busy*, brigantines *Mirella*, *Express*, *Teaser*, schooners *Friend*, *Flash*, *Active*, *Zephyr*, *Arrow*, *Brisk*, *Two Brothers*, yacht *Squirrel*, barquentine *Elizabeth*. He also built four schooners in other counties.

Calvin Langille, who recently resided at Bridgewater, built in this county 1 barque, and moulded, laid down and helped to build two others; 3 barquentines, 1 brig, 8 brigantines, 31 schooners. He also built 2 brigantines and helped in the building of 20 other vessels outside of the county.

Stephen Langille, living at North-West, built at Lunenburg, 1 brigantine, and at Mahone Bay and other places in the county, 18 schooners, 4 of which were built on Herman's Island.

Aaron Langille built, as mentioned under "Vessels Built at Petite Riviere," 1 brigantine and 30 schooners.

Enoch Langille, now living at Conquerall Bank, built the following number of schooners between the years 1856 and 1876: At Vogler's Cove, 5; West Dublin, 5; Broad Cove, 3; Petite Riviere, 2; Parks' Bay, 1; Dublin Shore, 1; Getson's Cove, 1; Herman's Island, 1, or 19 in all; and outside of the county, 2—a total of 21. Mr. Langille was engaged previous to 1856 in the building of many vessels, but not as master-builder.

VESSELS BUILT AT BRIDGEWATER.

The first was the brig *Five Brothers* built where Davison's wharves are, over seventy years ago, by Nicolas Wentzel, who lived near Lunenburg.

By Nathan Randall—Barques *Josephine*, *Kathleen*, brigantine *Defiance*.

By William Bigelow—Brigantines *Belle*, *Bridgewater*.

By George Walker—Brigantine *Nautilus*, near Dawson's wharf.

By Elkanah Zwickler—Brig *Grand Master*, schooner *Ivy*.

By Benjamin Harrington—Barque *Belvedere*: brigantines *Mic-Mac*, *Volant*, schooners *Viator*, *Juniata*, *La Have*, *Templar*.

George Michael Fancy had built, about fifty-five years ago, a brigantine and a schooner above the bridge, near the foot of Victoria road. Joseph Morton, of New Germany, was builder.

About fifty years ago, Mr. John Vienot built a coasting schooner for Mr. Nicolas Oxner, on the east side of the La Have, near Davison's Mills. Circumstances made it necessary to launch the vessel sideways. The locality was chosen that the building might be as near as possible to the land of Mr. Vienot, from which the timber was obtained.

John Miller, Esq., built at "Glen Allan," in 1845, the sloop-rigged yacht *Grace Darling*, 28 feet keel, and 9½ tons measurement. The material used was chiefly oak, and the vessel was copper fastened. She made two or three voyages in each year to Halifax, once taking first prize at a regatta, and might be called a coast cruiser, as she visited every harbor from Port Mulgrave to Cape Sable.

The firm of Ebenezer and Henry Moseley came to Bridgewater in 1853, and carried on the shipbuilding until 1864. They built 2 barques, 2 brigs, 2 brigantines, 1 revenue schooner — *Daring*, 4 merchant schooners, 6 fishing schooners, 7 yacht schooners, 2 yacht sloops.

Among the vessels built by Messrs. Moseley were the beautiful barque *Stag*, brigs *Chanticleer*, *Beauty*, *Eclipse*, packet schooner *Friend*, and schooner *Mystery*.

Many handsome models have been made by Mr. E. Moseley. One of the barque *Stag*, built at La Have, 1856, obtained a prize at the World's Fair, 1893, "for the symmetry of her fine lines. During her career she made several successful voyages to the East Indies and other ports. On two occasions she made the run from Halifax up to the line in twenty-one and twenty-two and a half days per log. This performance has never been excelled since by any sailing vessel."

The full-rigged ship *W. J. Lewis* was built by James Allen, who was killed by falling down the hold of the same ship at Getson's Cove. The brigantine *Mystic Tie* was built by George Lamoreaux. The building of these two vessels was superintended by Captain R. P. Trefry.

Levi Hewitt, born at Summerside, built at Bridgewater, barque *Scotia* (in 1874), 1 barquentine, 2 brigantines, 10 schooners; and at Summerside, 4 schooners. He also built 2 schooners at Port Medway, Queen's. He modelled and timbered out the barque *St. Kilda*, afterwards in charge of Thomas Ryer, of Shelburne. In 1890, she sailed from New York to Valparaiso and Iquique, and was called "the clipper of the fleet, having led the last two voyages by some weeks, making the passages in seventy-two and seventy days, respectively."

ON THE LAUNCH OF THE BARQUE "ST. KILDA," AT BRIDGE-
WATER, CO. LUNENBURG, N.S., OCTOBER 3RD, 1879.

THE hull complete, the masts erect,
The bowsprit in its place,
Receive *St. Kilda*, sweet La Have,
With all thy wonted grace.

And as thy waters down to sea
 The smaller craft convey,
 So give the good ship consort kind,
 To meet her ocean way.

With captain true, and faithful crew,
 To roam the billows o'er,
 And in the commerce of the earth,
 To touch at many a shore.

A "white-wing'd messenger" of peace,
 With Britain's flag unfurl'd,
 To spread her fame, extend her name,
 And blessings to the World.

Watch Thou, O sovereign Lord of all,
 Her progress to the end,
 And all on board, whate'er the storm,
 For those they love, defend.

—M. B. D.

The barque *Scotia*, above mentioned, made the quickest passage on record, from New York to Dunedin, New Zealand, in ninety-eight days. In July, 1895, she was loaded at Bridge-water with lumber for Buenos Ayres.

Levi Hewitt and John McLean built 7 schooners.

Hibbert Young built 2 schooners.

Built by Isaiah Wagner—Barquentines *Earnscliffe* and *Stranger*. Also 2 three-masted schooners, and 1 schooner.

The *Stranger*, 142 feet keel, built for Captain Thomas A. Wilson, C. H. Davison, and others, was launched Oct. 21st, 1893, in presence of an immense assemblage of people, many of whom came from Lunenburg and Mahone Bay. The vessel was named by Frances Eugene Wilson (then aged eleven years), a daughter of the principal owner, and shortly after launching, was loaded with lumber for Buenos Ayres.

The late Charles and William Rudolf had a brig, *Lord Exmouth*, topped at Rudolf's Point, in 1820, and also had built the following vessels:

At Koch's Point, in 1827, a full-rigged ship, *Duke of Clarence*; and in 1828, brig *Mary*. On Rudolf's Point, 1835, brigantine *William*; 1836, top-sail schooner *Rumbler*; 1838, brig *Durham*; 1848, brigantine *Flora*.

Jacob Conrad had a schooner called *Union* built by Nicolas Wentzel, near the site of Summerside rectory.

James Weagle built 8 schooners at Summerside, about eighty years ago. His son George built there 25 schooners, and his grandson Jacob now residing there, has built at the same place, 30 schooners. William, uncle of Jacob, also built there 12 schooners; and Simeon, cousin to Jacob, 4 schooners.

Stephen F. Leary, born at Garden Lots, near Lunenburg, has built, at Summerside, 40 schooners: 6 at other places on the La Have, and 1 at Port Medway.

George Cleversey built 7 schooners at Summerside.

William Weagle built 10 schooners at the same place. He died January 13th, 1890.

Simeon Weagle has built there 7 schooners.

A schooner called *Sir Peregrine Maitland* was built in 1826 or 1827, near where Daniel Rafuse resides at Conquerall Bank.

Mathew Weagle built at the Bank 25 schooners.

A top-sail schooner was built in the yard of Mr. J. N. Rafuse, at the same place, about fifty-five years ago.

George and Charles Cleversey built at the Bank 16 schooners, and Charles built 1 schooner.

Angus Weagle, son of Mathew, built a schooner at the Bank in 1892. He also built for Mr. J. N. Rafuse, in his yard, up to August, 1895, 21 schooners. Two schooners were also built there for Mr. Rafuse, by William Weagle, and one by Stephen Morash.

The following vessels have been built in the shipyard of Mr. Albert McKean, at Pleasantville, on La Have River:

By Calvin Langille—1 schooner.

By Jacob Weagle—9 schooners.

By James Himmelman—1 schooner.

By William Weagle—25 schooners (2 building).

Mr. John McLean built 2 schooners near West La Have Ferry.

Six schooners have been built at Getson's Cove, 2 of them by James Himmelman, and 1 each by R. McLeod, Michael Richard and Michael Himmelman. The rest are included in other lists. A brigantine was also built at Getson's Cove.

Four schooners were built near Mr. Jeffrey Publicover's, Lower

Dublin, 1 each by James Himmelman, John McLean and Elkanah Zwicker, and 1 is in another list.

Mr. James Bell had built at Bell's Cove, 1 brigantine and 16 schooners. Titus, Stephen and Enoch Langille built 1 each, John McLeod 1, and Aaron Langille, the rest.

VESSELS BUILT AT WEST DUBLIN FOR LATE R. B. CURRIE, ESQ.

By Calvin Langille—3 brigantines, 8 schooners.

By Enoch Langille—1 brig, 3 schooners.

By Samuel Dolliver—1 brig.

By Robie McLeod—1 schooner.

Two other schooners were built.

Aaron Langille built at West Dublin, 1 schooner for M. J. Sperry, and 3 schooners for A. Romkey & Sons.

VESSELS BUILT AT PETITE RIVIERE.

By Aaron Langille—1 brigantine and 30 schooners.

By Enoch Langille—2 schooners.

By other builders—28 schooners.

Twelve of the above schooners were built for the late John C. Sperry, Esq., and eight for his son, John D. Sperry, Esq., M.P.P.

Nicolas Reinhardt & Sons had several schooners built at Broad Cove many years ago. One of the master-builders was a man named Shaw. The first vessel was named the *Trial*, built about 1825.

Martin Reinhardt, and Enoch and Aaron Langille also built several schooners there. A brigantine was built by Mr. Reinhardt about 1848.

Martin Reinhardt was born in Broad Cove, and died October 27th, 1892, in his seventy-ninth year. He was engaged in ship-building for over thirty years, and built at Vogler's Cove, 2 barques, 7 brigantines, and between 50 and 60 schooners. He also built a brigantine and a schooner at Liverpool.

Martin Rhynard, jun., son of the above-named, built in Vogler's Cove, 7 schooners, and has built vessels at Liverpool.

John Dolliver built 1 schooner for William Vogler.

William Weagle built 1 schooner for Eldred Vogler.

Robie McLeod built a schooner each for James Selig, Eldred Vogler, and William Vogler.

James Leslie built a schooner for William Vogler.

Henry Morash built 3 schooners.

Stephen Langille built 1 schooner.

BUILT AT CHESTER.

Barque *John Brown*, about eighty-five years ago, two brigs at Western shore, and one at Marriott's Cove at subsequent dates.

Built by Charles Walther—Brig *Neris*, brigantine *Cliffon*, schooner *Industry*.

Built by W. Hume—Brigantine *James A. Moren*.

Built by Mr. Wilkins—Schooner *Good Intent*.

Built by Charles Walther and Joseph C. Morgan—Schooners *John M. Watson*, *Prairie Flower*.

Built by Enos Moreland—Brigantine *Mary M. Schmitz*.

Built by Joseph C. Morgan—Schooners *Morning Star*, *Darling*, *Weathergauge*, *Saucy*, *Chester*, *Volunteer*, *Dayspring*, *Bella Barry*, *Emma*, *Daisy* and others; also launched in 1869—Brigantine *Faugh-a-Ballagh*, 80-foot keel.

Brigantine *Ocean Bride*, built at Chester Basin in 1854, by the late Hibbert Young, was considered one of the handsomest vessels that had been seen in Nova Scotia. She was lost on a voyage to England.

George Young built on Young's Island, near Indian Point, 5 or 6 schooners.

Peter Young built 2 schooners on Steven's Island.

William Wentzel built 2 schooners at Indian Point, and

Edward Eisenhauer, 1 schooner, and

Nicolas Eisenhauer, 2 schooners.

Jacob and Fritz Hiltz built 4 or 5 schooners at the Narrows, and John Hiltz about the same number at Indian Point.

If all the vessels above enumerated could be assembled in one of our capacious bays, under sail, in a sort of naval review, what a magnificent marine picture would be presented; and

what a splendid representation would it be of the genius and skill of the men who, in this county, have been in the front rank of the shipbuilders of the country!

From returns received, it appears that thirteen thousand boats—whalers, dories, skiffs, flat, keel, and centre-board boats of all the kinds required—have been built in Lunenburg town, the principal builders of which were James Maxner, William Morash, Stephen Morash, Arthur Oxner, Conrad and Anderson, William Whitney, and Alexander Anderson. A large number were built by the late Mr. Joseph McLachlan.

Charles Hilchey, who died at Chester in 1877, built there about three hundred boats. He was a famous workman. His son Samuel, who worked with him, has carried on the same business, and built one hundred boats and repaired about a thousand. He built twenty centre-board and seine boats and twelve dories in 1894.

William Marvin, who died in 1872, and Charles Walther, who died in 1894, built a great many boats in Chester. Mr. Marvin built over 350.

The "Stanford Boat Building Company," organized 1894, have built fifty dories, and twenty-eight other boats. Many of these were among the finest that have been seen in the county.

Many of the best fishing boats are built on Tancook Island. About thirty centre-board boats (whalers and yachts), and a few dories, are built yearly.

A large number of fine boats have been built at the La Have islands by Robert Wolfe, Esq., and others.

From *Progress*, October 30th, 1889: "Mr. Hibbert Richard, a young fisherman residing at Parks' Creek, passed his leisure hours last winter in making a miniature schooner, which was one of the leading attractions at the Industrial Exhibition held here a few weeks ago. The craft is about four feet long, and has been pronounced an almost perfect model by many of our skippers. Her cabin contains berths, table, stove, etc., while the other parts are supplied with all those things that aid in making up a handsome hull. At present Mr. Richard is engaged in rigging

her after the two-topmast fashion, and when his task is finished will hand her over to anyone who will give him \$25."

"Lunenburg can boast of having one of the most ingenious and skilful boys to be found in any part of the world," says the *Progress*. "The young man referred to is William Heisler, a painter, and the above assertion can be verified by inspecting his last production. This piece of ingenuity is a miniature steamboat, in every particular like the steamship *Lunenburg*. She is timbered, planked and decked, having all the accommodations and apparatus of a large steamer. She is 4 feet 7 inches long, 11 inches deep and $9\frac{1}{2}$ inches beam, and is run by a spirit-engine. Mr. Heisler intends, if the weather proves favorable, to try the boat on Lunenburg harbor in a fortnight's time." Completed in 1892.

From *Hants Journal*, 1892: "A pretty little model of a steamship, named the *Windsor*, has just been completed by Mr. James E. Rafuse, of Lunenburg, on which he has been at work for about a year past, mainly in the evenings. It is looked upon as one of the finest specimens of miniature steamship architecture shown anywhere. The model is about five feet long. No detail has been omitted to present a full and complete model of a regular steamship. The state-rooms are all under deck, each being lighted in the ordinary way. There are two cabins below the main-deck, the forward cabin being reached by a stairway leading from the house on deck, and the after-cabin from a stairway in the saloon, which is on the main-deck. The cabins and saloons are all finished in pine and walnut, only a portion of which can be seen. The forward quarters for the crew are equipped with bunks and table, and are also finished in pine and walnut. The rigging is complete, with the exception of a few finishing touches to be given after Christmas. Four neat-looking little boats are seen hanging at the davits, and other details have also received attention. The steamer is equipped with engine and boiler of sufficient power to propel her through the water. The model is quite a gem in its way, and is greatly admired by all who inspect it."

CHAPTER XLIII.

Exports and Imports.

IN the year 1818, there were shipped at Lunenburg, between the 12th of January and the 25th of March, on board three brigs and four schooners, for the British West Indies, 150,000 feet of pine lumber, 24,850 oak and ash hogshead staves, 8,500 hogshead hoops, 1,300 gallons of fish-oil, 453 barrels and 24 half-barrels of pickled fish, 5,320 quintals of dried cod and scale fish, 220 bushels of potatoes, 15 bushels of turnips, 53 shooks, 20 spars, and 11,000 shingles.

Dutiable goods imported into Lunenburg, from 1st January to 31st December, 1818: 32,685 gallons of spirits, 6,360 gallons of molasses, 1,922 cwt. of sugar, 1,000 cwt. of coffee.

During the month of October in the same year, nine vessels arrived at Lunenburg—two of them from Halifax, and the rest from other ports. Forty-eight coasters had made in the same time two or three trips to Halifax, with wood, vegetables, sheep, butter and other articles, from different harbors in the county,

List of vessels arrived at the Port of Lunenburg, in 1822. from the coast of Labrador, with the quantity of fish and oil imported in them; also their tonnage, and the number of persons employed:

Names of Vessels.	Tons.	Men.	Boys.	Quintals Dry Fish.	Barrels of Oil.	Masters.
John and Eliza.....	61	7	1	708	21	T. McGrath.
William	29	4	1	378	11	G. McLeod.
Morning Star	69	8	3	881	30	J. Garkort.
Dove	42	5	1	450	16	John Hayes.
Dolphin	58	8	..	650	20	S. Cohoon.
Lady	55	10	..	920	28	G. Tanner.
Total	314	42	6	3987	126	

EXPORTS AND IMPORTS OF LUNENBURG DURING 1826.

EXPORTS.

Dry fish.....	19,799 quintals.	Deals and ends....	7,334
Mackerel.....	2,879 barrels.	Spars.....	64
Alewives.....	557 "	Lathwood.....	46 cords.
Salmon.....	78 "	Beef.....	61 barrels.
Shad.....	8 "	Pork.....	51 "
Smoked herrings..	24 boxes.	Hams.....	384
Tongues & Sounds.	7 barrels.	Cattle.....	7 head.
Oil.....	68 "	Bread.....	10 barrels.
Boards.....	250,160	Potatoes.....	880 bushels.
Staves.....	158,375	Cheese.....	24
Shingles.....	730,500	Cheese.....	420 pounds.
Pine plank.....	3,986	Butter.....	19 kegs.
Birch plank.....	14,554	Beets.....	14 barrels.
Pine timber.....	1,348	Apples.....	460 "
Birch timber.....	809	Cabbages.....	1,200
Oak timber.....	18	Candles.....	4 boxes.
Hemlock.....	20	Furs.....	18 puna.

IMPORTS.

Rum.....	37,956 gallons.	Dry fish.....	4,538 quintals.
Brandy.....	119 "	Sounds & Tongues.	2 bbls & 6 kegs.
Port wine.....	2 qr. casks.	Putty.....	1 keg.
Lime juice.....	4 puns. & 1 cask	Crown glaas.....	30 boxes.
Molasses.....	33,018 gallons.	Spun yarn.....	5 coils.
Sugar.....	1,253 cwt. & 2 qrs.	Russia duck.....	1 truss.
Coffee.....	14 cwt.	Twine.....	1 truss.
Salt.....	9,348 bushels.	Fishing tackle.....	1 cask & 1 box.
Cordage.....	159 coils.	Chain cables (and	
Paint.....	155 kegs.	materials).....	2
Oil.....	50 jars.	Seal skins.....	30
Coal tar.....	42 barrels.	Lignum-vitæ.....	2 tons.
Spikes and nails...	61 kegs.	Arrowroot.....	4 boxes.
Iron.....	382 bars.	Oranges & lemons.	2,000
Iron.....	334 bundles.	Boxes and barrel	
Canvas.....	6 bales.	covers.....	14
Pimento.....	131 pounds.	Straw hats and bon-	
Cotton wool.....	100 "	nets.....	190
Hides.....	308		

The above goods were brought to Lunenburg from Bermuda, Demerara, Berbice, St. Lucia, Grenada, Antigua, St. Kitts,

Jamaica, Montserrat, Saint Martins, Liverpool, G.B., New Brunswick, and Newfoundland, in the following vessels:

Vessels.	Tons.	Owners.
•Dove.....	42	William Rudolf & Co.
Rambler	105	Michael Rudolf & Co.
Rival	97	William Rudolf & Co.
Ann	85	Philip Sponagle.
Five Brothers.....	97	Casper Oxner & Co.
British Tar	266	Aikenhead & Co., Whitby, G.B.
Hero.....	48	Joseph Falt and others.
Lady.....	55	Chas. and Henry Ernst.
Dolphin	57	Jacob and Martin Pentz.
Wellington	98	Geo. and Fran. Boehner.
John Eliza	68	“ “
Mary ..	51	Geo. Metzler and M. Frederick.
Eliza.....	28	Samuel Nickerson, Barrington.
Rival	51	Foster, Port Medway.
John Henry	42	John Zwicker and W. Rudolf & Co.
Victory	99	John Heckman & Co.
William	28	John C. Rudolf & Co.
Aurora	99	William Rudolf & Co.

In 1827, the duties paid at the office of Excise amounted to £3,709 12s. 5d. There were in the town of Lunenburg, twenty-two stores, containing general stocks of British and West India goods.

In 1832-33, the exports were valued at £9,044, and the imports at £7,460.

Lunenburg was declared a free port in 1839.

EXPORTS FROM COUNTY FOR HALF YEAR ENDED MARCH 31ST, 1867.

Fire and lath wood, 361 cords, value	\$1,145 00
Lumber, 1,273,056 feet, “	11,835 00
Shingles, 94,000, “	133 00
Spars and knees, 41, “	31 00
Herrings, 1,524 packages, “	3,853 00
Apples, 130 packages, “	215 00
Leather manufactures, 264 pkgs, “	90 00
Molasses and treacle, 4,413 gals, “	1,475 00

Salt, 5,866 bushels,	value	.....	\$529 00
Tea, 75 pounds,	"	.....	30 00
Tobacco, 90 pounds,	"	.....	36 00
Codfish, 275,726 pounds,	"	.....	9,222 00
Shad, halibut & mackl, 1,084 pks,	"	.....	8,884 00
Scale fish, 91,444 pounds,	"	.....	2,257 00
Vegetables, 1,032 bushels	"	.....	526 00
Staves, hoops and shooks, 466,828,	"	.....	66,630 00
Fish-oil, 175 gallons,	"	.....	96 00
Unenumerated,	"	.....	272 00
			<hr/>
			\$107,259 00

IMPORTS INTO COUNTY DURING HALF YEAR ENDED
MARCH 31ST, 1867.

LUNENBURG.

Silk and wool, cotton and linen manufactures.....			
	11 pkgs	.....	\$2,404 00
Cotton warp	1 "	.....	194 00
Flour	76 bbls	.....	656 00
Beef and pork	9 "	.....	173 00
Butter and lard	550 lbs	.....	110 00
Fish	7 bbls	.....	4 00
Grain	1,200 bush	.....	496 00
Vegetables	5,340 bush. and lbs	.....	1,432 00
Coffee	744 lbs	.....	123 00
Molasses	7,585 galls	.....	2,161 00
Spirits	821 "	.....	404 00
Sugar	5,304 lbs	.....	336 00
Salt	9,402 bush	.....	1,173 00
Fruit	2 pkgs	.....	22 00
Hardware	15 "	.....	258 00
Oil	1,033 galls	.....	331 00
Woodware	65 pkgs. and pcs	.....	579 00
			<hr/>
			\$10,856 00

LA HAVR.

Flour	265 bbls	.....	\$2,113 00
Beef and pork	15 "	.....	207 00
Butter and lard	324 lbs	.....	50 00
Fish	730 bbls	.....	1,290 00
Grain	1,600 bush	.....	690 00

Vegetables.....	2,170 bush. and lbs....	\$284 00
Coffee	408 lbs	57 00
Molasses	6,694 galls.....	1,128 00
Sugar	4,412 lbs	155 00
Salt	270 bush	18 00
Fruit	8 pkgs.....	8 00
Hardware	114 "	957 00
Oil	1,140 galls.....	377 00
Woodware	139 pkgs. and pcs....	228 00
Unenumerated	8 "	242 00
Stone, lime, etc.....	45	32 00
Tea	670 lbs	213 00
Tobacco	788 "	202 00
Bacon and hams	31 "	4 00
Bread	46 "	5 00
Candles	91 "	12 00
Clocks.....	1	2 00
Earthenware, glass, etc.....	2 pkgs	12 00
Ginger and pepper	99 lbs	18 00
Naval stores	2 pkgs	4 00
Confectionery	4 "	13 00
Groceries	95 "	312 00
Cordage and canvas	101 "	3,788 00
Hides, etc.....	40 "	42 00
		<hr/>
		\$12,463 00

MAHONE BAY.

Flour	46 bbls	\$209 00
Beef and pork	2 "	30 00
Butter and lard.....	1,000 lbs	185 00
Fish	650 bbls	1,300 00
Grain	1,750 bush	775 00
Vegetables.....	5,300 bush. and lbs....	1,310 00
		<hr/>
		\$3,809 00

EXPORTS AND IMPORTS, 1869.

LUNENBURG.

Nine months, commencing July, 1869—Exports	\$65,492 00
“ “ “ “ Imports.....	13,659 00

BRIDGEWATER, LA HAVE.

For year 1869—Exports	\$127,450 00
“ “ Imports.....	51,860 00

MAHONE BAY.

For year 1869—Exports	\$14,243 00
“ “ Imports	7,529 00

CHESTER.

For year 1869—Exports	\$2,040 00
“ “ Imports	2,776 00

MAHONE BAY, 1869.—*Cleared*—22 schooners and 3 brigantines. *Arrived*—25 schooners and 3 brigantines. Owned at and sailing from the bay—23 schooners and 1 brigantine.

LA HAVE.—Trade of port from 1st January to 31st December, 1869. *Outwards*—To United States, 150 schooners, 5 brigantines; South America, 3 barques, 2 brigantines; Newfoundland, 2 brigantines, 5 schooners; Prince Edward Island, 1 schooner; British West Indies, 1 barque, 10 brigantines, 2 schooners; total, 181. *Inwards*—From United States, 128 schooners, 1 barque, 5 brigantines; Newfoundland, 2 brigantines, 1 schooner; Prince Edward Island, 1 schooner; Foreign West Indies, 1 schooner; total, 139. Total, inwards and outwards, during the year, 320.

All the figures given above relate exclusively to foreign trade.

Exports from county, for year ending June 30th, 1874. \$557,029. Increase in value of exports in two years, \$206,915.

Exports from county, for year ended June 30th, 1875, \$610,897.

Exports and imports for the county, for the year ended June 30th, 1895: Exports, \$932,499; imports, \$114,299.

CHAPTER XLIV.

Celebration at Bridgewater of the Jubilee Year of Her Majesty Queen Victoria.

THE jubilee year of "our noble Queen" Victoria's reign was celebrated at Bridgewater, on Tuesday, June 21st, 1887. So many people were never before assembled in the town. There was a great profusion of bunting, and handsome arches were erected, one of them designed by Mr. C. O. Foss, railway engineer. All the bells rang at 6 a.m., and a royal salute was fired under the direction of Captain Brown of the 75th Battalion, Lunenburg, and Municipal Warden. A calithumpian procession, organized by the Bridgewater Crescent Club, included many amusing features.

A second procession was formed of different societies and clubs from town and country, with handsome regalias. Three bands furnished good music. This procession, marshalled by Messrs. R. A. Logan, William M. Duff, George A. Wade, and Arkanas Wile, started at Temperance Hall, and marched through the principal streets on each side of the river.

Of all the processions and displays of this memorable day none was so fine or inspiring as the turnout of the children, headed by the Lunenburg Civilian band. They were marshalled by Messrs. T. R. Pattillo, P. W. Harding, G. A. Dudley, and J. L. Oxner. Each boy carried a small Union Jack, and each girl a bunch of wild daisies and grasses. The girls wore white dresses and caps, and the boys were attired in black. They were formed in line at the drill-shed, and, accompanied by the ladies who had trained them, marched around the town, joining the grand procession at the upper end of Pleasant street, and keeping with it until they reached the bridge, which they crossed to a large gallery in the Pines, constructed mainly of borrowed railway

sleepers, and put up under the direction of C. H. Davison, Esq. There they gave the National Anthem in grand style, followed by ringing cheers. This was a perfect picture gallery. Nothing handsomer has ever been seen in the county than those four hundred children so arranged. Our Sovereign Lady would herself have enjoyed it. The day was a red-letter one in the life of each boy and girl.

The ladies' committee spared no pains on behalf of the children, and were well rewarded in the success attending their efforts.

A circular course for foot-races, and used also for other sports, was provided on Miller's Flat, and boat-races were held on the river.

The following is part of the published account of the day's proceedings:

"To describe Bridgewater, illuminated as it was on Jubilee night, cannot be properly done. No pains were spared by the citizens to make the houses, stores and hotels show up well, and their efforts were crowned with success. The procession was, in itself, a grand display. No. 1 Hose Reel was ornamented with a beautifully covered palanquin chair, in which were seated two little Japanese fairies, Bertha Simonson and Lottie Vienot. No. 2 Hose Reel carried an imperial crown in crimson and gold, the jewels of which were finely represented by diamond-shaped colored glass; this rested on a cushion tastefully gotten up for the occasion, in crimson and an imitation of gold cord. The bar of this fine ornament was a square, on the sides of which, respectively, were No. 2's motto, 'Always on Time,' the monogram V.R., surmounted by a crown, and '1837—Victoria—1887.' The engine was appropriately decorated with flowers and made a fine show. The torch-light procession, accompanied by three bands, started as soon as dusk set in, and was a grand affair. After this came the fireworks, which were set off at the end of the bridge on the eastern side. For over an hour the heavens were a beautiful scene, and altogether the pyrotechnic display was a highly creditable affair, and would have done justice to some of our cities. It was after twelve before the last rocket was sent up, and still the crowds on the street did not seem to diminish."

The day was all that could be desired. There was no disturbance of any kind whatever. The enjoyment was of the most rational nature throughout. All who were present seemed to remember that the occasion demanded right conduct in every particular, and not a single instance could be noticed of departure from it. It seems much to say, considering the immense assemblage, but it is strictly true. Long live the Queen.

LINES COMPOSED FOR THE QUEEN'S JUBILEE—1887.

M. B. D.

OUR country's flags are all unfurled,
Soul-stirring music meets the ear,
And musket roll and canon boom
Honor the Queen whom we revere.

Hear, Lord, a grateful nation's song
That echoes loud from sea to sea,
And make the people one in heart
To hail, and keep this jubilee.

Great fifty years—Victorian age,
Which ever shall remembered be
For blessings to the human race
In fullest measure given by Thee.

God save the Queen, glad children sing,
As they the gay processions see,
And older voices swell the strain
To one rejoicing symphony.

We thank Thee, Lord, that thou hast saved
Our good Queen's valued life till now,
And pray Thee still to guard her throne,
Till heavenly glory decks her brow.

Add to her years—her strength maintain,
Continue to her subjects peace,
That so her Empire's well-won fame
May throughout all the earth increase.

BRIDGEWATER.

CHAPTER XLV.

Tragical events which have happened in the County.

IT has been remarked, to the credit of the Province, by those who have inquired into the subject, and compared Nova Scotia in this respect with other countries, that, considering the population, the criminal cases before the courts have been few. Occasionally, however, the most atrocious crimes have demanded investigation, and this county, unfortunately, has not been wholly exempt even from these.

The first crime here referred to is an Indian massacre, followed by other cases of murder.

In or about the year 1754, Lewis Payzant, a native of Caen, in the Department of Lower Normandy, whose father left France on the revocation of the Edict of Nantes, came with his family from Jersey to Halifax. He was recommended by Mr. Pownal, Secretary to the Lords of Trade, to President Lawrence, who, to secure his protection in the vicinity of Lunenburg, gave him a letter to Colonel Sutherland.

Mr. Payzant obtained a grant of an island in Mahone Bay, not far from Rous's Island, and since known as Covey's Island. A brush-wood cabin, erected for the shelter of those engaged in clearing the land, gave place to a comfortable log hut, in which the family resided. Boxes and bales of goods were stored in it with a view to future sales. A two-story dwelling was nearing completion, and a field of wheat had been sown and other things done, in the hope that a comfortable and happy home would be established, when the following dreadful events occurred, commencing on the eighth day of May, 1756.

The laborers and mechanics had gone home, and the darkness of night had gathered round the lonely dwelling. An unusual

noise aroused the family as they were preparing to retire. They supposed it to come from evil-minded persons near the house. Mr. Payzant had been told by the Governor that if he was molested he should fire upon the intruders. Fearing trouble, he seized his musket, and going out, discharged it, hoping, but in vain, to frighten the new-comers. They were Indians who had taken a boy from Rous's Island, tied his hands, and forced him to guide them to Mr. Payzant's residence. They murderously attacked him, whereupon Mrs. Payzant rushed out, threw her arms around her fainting husband and begged him to go in; but death had seized him. She heard his half-choked utterance, "My heart is growing cold—the Indians," and he fell lifeless at her feet. The terrific war-whoop and the advance of the Indians confirmed her worst forebodings. Resistance was out of the question, and she retreated to the house and barred the door. Baffled in their attempts to force it, she saw them deliberately preparing to burn the house over the heads of herself and her little ones, and she resigned herself to her fate. She requested her eldest son Philip, aged about twelve years, to open the door, and the Indians rushed in like so many tigers. This boy sprang upon the table shaking his fist, and was evidently willing to do all he could against the enemy. A poor servant-woman, with her infant child, had occupied an apartment entered by a separate door. The Indians had killed the woman and her babe before they made their way into the room of Mrs. Payzant. They mimicked her cries, and her voice and manner.

The boy who had acted as guide was murdered by the savages, and his scalp added to their booty.

When the captives—the mother, three boys and a girl—were all secured, the plunder placed in the canoes, and all was ready for leaving the island, the torch was applied to the dwelling. The flames shot high in the air and shed a lurid glare far over the waters. Sudden and awful was the change to the wretched prisoners, who turned a last sad look toward their late happy home, and then rapidly glided away into the dense gloom. Many a cup of affliction had that stricken woman tasted before, but others were in reserve. So intense was her grief on this

trying occasion that tears would not come to her relief. There was, however, an Almighty arm to protect her, her only support in this time of need.

The party landed at Chester, and travelled across the country to the head of the St. Croix River, and passed what is now Windsor on the following night. They could distinctly see the sentry on his beat. The canoes drew in close to the shore, moving noiselessly along, while the captives were terrified into silence by the flourishing of a tomahawk over their heads. Their next landing-place was Cape Chignecto, where there was a French settlement. Thence they were hurried on to Fredericton, then called St. Ann's, where the French governor resided. The Indians expected to obtain there the promised reward for prisoners and scalps. It is said that on their way they took the scalps of two young Frenchmen, knowing that they would not be distinguished from those of British subjects.

During the terrible voyage Mrs. Payzant noticed her wedding shoes among the articles the Indians had taken, and was anxious to gain possession of them. In their eyes they were worthless, but her entreaties were met by a loud insulting laugh, and they were thrown overboard.

The question "Upon what did they feed you?" was put in after years to Mr. Lewis Payzant, one of the captured boys. "Feed us upon?" was the reply; "why sometimes they fed us upon berries, sometimes upon bread, and sometimes upon—nothing." He remembered that the Indian to whom he was assigned, on a division of the spoil, had a son about his own age—four years. As they travelled through the wood they were carried alternately by the old Micmac. "He would take me by the shoulders," said he, "and swing me round upon his back." He thought that the Indians did not ordinarily subject them to ill-treatment beyond what would naturally arise from the circumstances of the case. He recollected one exception. A piece of bread given him for his supper was so bad that he could not eat it, and he threw it away. For this he was sentenced to go without food for the night. It happened that a larger portion than was necessary for the time being had

fallen to the lot of his tawny companion. As the latter fell asleep it dropped from his hand, and was eagerly taken and eaten by the hungry white boy. The young Indian awoke in the morning and looked for his bread. A complaint was lodged against Lewis to the boy's father, who was starting on a fishing excursion. He seemed greatly enraged, and threatened him in a tone which left no doubt on the child's mind that he would sacrifice him on his return. Whether he really intended to do so or not could never be known, as he became intoxicated that day, fell out of his canoe, and was drowned.

At St. Ann's, Mrs. Payzant was separated from her children and sent on to Quebec. They were retained by the Indians. Months of suspense and anxiety passed before she heard from them. News at length arrived that two of them were in the hands of the French, while the other two, the eldest son and only daughter, were still with the Indians, who refused to part with them on any terms. The sorrowing mother went to the Roman Catholic bishop and implored his aid. He instructed the priest at St. Ann's to demand the children, and to refuse absolution to those in whose hands they were, unless the demand was complied with. This was effectual, and they were forthcoming at once, and after a time arrived with other British prisoners at Quebec. Hearing of their arrival, the mother was transported with joy, and eager to go and meet them. This, however, was denied her. A military guard obliged her to remain at the door of her lodgings until a group of children were brought up and she was directed to select her own little ones, which was easily done. She again "pressed her precious darlings to her bosom, covered them with kisses, and bathed them with her tears." The taking of the city by the English gave the captives their full liberty. They returned to Nova Scotia, but Mrs. Payzant could never think of revisiting the island.

Lewis Payzant, above mentioned as one of the boy prisoners, lived afterwards in Falmouth, Hants county, and died there at the age of ninety-six. When ninety-five years old he gave a graphic account of the stirring scenes he had passed through in

his youth. He mentioned that his father owned three vessels in Jersey, where he sold two, and that he came in the third with his family to Halifax. He had the most vivid recollection of the attack of the Indians and of all the incidents of his captivity.

"I can never forget his animation," wrote his listener, "and no words can do justice to his manner as he described, after conversing a while on the subject, the rush of the Indians into the house. He said that while he was a clerk in Halifax a number of Indians came into the store, among whom he recognized one of those who murdered his father, and charged him with the deed. 'You,' said he, 'are one of the Indians who killed my father.' 'Well,' said the Indian, 'I am; but it was war then.'"

John Payzant, one of the brothers, was educated chiefly in Quebec. In 1793, he married in Hants county, Mary Alline, a sister of Rev. Henry Alline, who was called the "Whitefield" of Acadia. They had nine children—a daughter and eight sons.

Mr. Payzant became a Congregationalist minister, and the church at Liverpool sent a vessel to Horton, or Cornwallis, for him and his family. They arrived on the 23rd of April, 1793. Mr. Payzant remained until his death, at the age of eighty-five years, April 10th, 1834, having been pastor over forty years. He preached his last sermon on the preceding Easter Sunday. While residing at Liverpool he visited his father's grave, in a beautiful spot under oak and beech trees, on Heckman's Island. A large portrait in oils of the deceased clergyman (by Sylvester F. Jennings, an American artist) is in the house of Nathan Payzant, Esq., ex-Warden of the Municipal Council, Liverpool, one of his grandsons. Another was Henry Alline Payzant, who lived with Nathan, and died January 1st, 1895, in his ninety-second year. He was born at Liverpool on Christmas Day, 1803.

Philip, the third of the boy captives, went to the United States and has never been heard from.

Mary, the daughter taken away by the Indians, married after the return to Nova Scotia, John James Juhan, a native of Switzerland, with whom Rev. John Payzant finished his

education. A daughter of Mary, in a letter dated Charleston, S.C., 1804, wrote, that after her mother was married they went to Boston, from there to Charleston, and thence to the French islands, where she died. This letter, written to her uncle John, and sent by Captain Freeman, of Liverpool, she signed "M. Goddard."

Elizabeth, called Lizette, the second daughter of Lewis Payzant, born after the other children had regained their freedom, married a Mr. Jess. Some of her descendants live in King's county, and others in the Western States.

The foregoing has been compiled from an article published in a Halifax newspaper many years ago, pasted in a scrap-book, and from thence republished in the Liverpool *Times* by the then editor, the late Edwin C. Parker, a great-grandson of the clergyman above named, and also from statements made to the writer by Nathan Payzant, Esq., and Mrs. Joel Payzant, of Falmouth, and from other sources.

On the day of the murder of Lewis Payzant at his island home, an old man and his grown-up son were killed by Indians at Rous's Island.

Colonel Sutherland despatched a command of thirty men from Lunenburg to visit the islands, where they found that the reports of the murders and house-burning were true.

The following proclamation was issued, owing to the cruel work of the Indians here and elsewhere, and after consideration by the Council of letters the Governor had received from Colonel Scott, in command at Beauséjour, and Colonel Sutherland at Lunenburg :

By CHARLES LAWRENCE, ESQ., Lieutenant-Governor and Commander-in-Chief of His Majesty's Province of Nova Scotia, or Accadie.

Whereas, notwithstanding the gracious offer of friendship and protection made by us, in His Majesty's name, to the Indians inhabiting the Province, and the treaty of peace concluded with a tribe of the Micmacks, bearing date November 22nd, 1752, the Indians have of late, in a most treacherous and cruel

manner, killed and carried away divers of His Majesty's subjects in different parts of the Province.

For these causes we, by and with the consent of His Majesty's Council, do hereby authorize and command all officers, civil and military, and all His Majesty's subjects, to annoy, distress, take and destroy, the Indians inhabiting the different parts of this Province wherever they are found, and all such as may be aiding or assisting them, notwithstanding the proclamation of November 4th, 1752, or any former proclamation to the contrary.

And we do hereby promise, by the advice and consent of His Majesty's Council, a reward of £30 for every male Indian prisoner above the age of sixteen years brought in alive: for a scalp of such male Indian £25, and £25 for every Indian woman or child brought in alive. Such rewards to be paid by the officer commanding at any of His Majesty's forts in this Province immediately on receiving the prisoners or scalps above mentioned, according to the intent and meaning of this proclamation.

Given at Halifax this 14th day of May, 1756, in the twenty-ninth year of His Majesty's reign.

By His Excellency's command.

CHAS. LAWRENCE.

WM. COTTERELL, *Sec'y.*

GOD SAVE THE KING.

Murdoch says: "It is impossible to read such documents as the above without strong sensations of pain and disgust. English and French alike adopted the Indian plan of scalping, and added to it a refinement unknown to the Indians, in giving a pecuniary recompensè for the scalp of an enemy."

While not attempting to justify the killing of the innocent with the guilty, it must still be remembered that the Governor and Council knew that other families were liable to be butchered at any moment, and probably felt that severe measures must be adopted.

It may be mentioned here that in or about 1763, John Penn, Governor of Pennsylvania, issued a proclamation offering for every captive male Indian, of any hostile tribe, \$150, and for

every female, \$138; for the scalp of a male, \$138, and of a female, \$50.

After the members of the Payzant family, whose lives had been spared, were carried off, a man named Covey lived on the island. He was followed in succession by Adam Heckman, Paul Langille, Peter Herman, and Casper Meisner.

In the winter of 1791, one of those terrible tragedies, which, coming suddenly, startle communities, occurred at Lunenburg. George F. Eminaud, aged seventy years, who had brought up a family respectably, and secured for himself and his partner a competency for their declining years, lived on the first peninsula, not far from the town. Two men, George Frederick Boutilier and John Boutilier, one of them being godson to Mr. Eminaud, went on a visit to him, intending to rob him of his money. Like many others, who, checked by conscience, cannot bring themselves at once to the actual commission of crime, they left him, and subsequently returned to his house, where they had always been most kindly treated, and were invited to remain for the night. Mr. Eminaud went to the barn for some straw, with which to make them a bed, and when near the house on his return, was brutally murdered by the elder Boutilier, with a hatchet or axe.

The two Boutiliers then re-entered the house and killed Mrs. Eminaud in the same manner. The only other inmate was a granddaughter of Mr. Eminaud, who, trying to escape, was half way through the window, when she was dragged back and also murdered.

The Boutiliers carried the old man's body into the house, to which they set fire, in order to burn up, as they vainly hoped, all traces of their guilty deed. They then reversed their snowshoes to make detection impossible, but "murder will out," and blood being found on the premises, aroused suspicion. The Boutiliers were pursued, and captured in a hut near Bedford Basin.

A few hours before the murder, Mr. Eminaud and his son Frederick, who lived a short distance from him, were working together, and divided between them a piece of red chalk. The

elder Boutilier, after the murder, transferred to his pocket all that was about the person of Mr. Eminaud, the piece of chalk included, which, when found, fitted exactly with the piece in possession of young Eminaud; and this formed a strong link in the chain of circumstantial evidence, on which the prisoners were found guilty.

A special commission of *oyer and terminer* and jail delivery was held at Lunenburg, on Tuesday, Wednesday, and Thursday, the 3rd, 4th, and 5th days of May, 1791, before the Hon. Thomas Andrew Strange, Chief Justice, and Mr. Justice Brenton; with John Creighton, and Christopher D. Jessen. Esquires, Justices of the Peace and Judges of the Inferior Court, named in the commission, for the trial of George Frederick Boutilier and John Boutilier, charged with the murder of Frederick Eminaud.

The commission was read at two o'clock, p.m., May 3rd, and the grand jurymen were called: E. James, foreman; James Paterson, Casper Gloschen, Edward Keighly, John Anderson, Robert Lord, James McDonald, Adolf Newman, Casper Heckman, Thomas Pennell, Christian Boen, Andreas Young, John Morash, sen., Peter Morash, John Morash, jun., Theodore Naw, Gotlieb Harnish, Peter Arenburg, Seth Bailey, Wendell Wüst.

The learned Chief Justice addressed the jury sworn, on the grave and important duty they were assembled to discharge: the necessity of coming to the inquiry with no passions, but a desire for public justice; nor with any worse sentiment than an honest indignation at a supposed offence of the deepest dye; and entreated them not to let that indignation which, as applied to the crime, was laudable, transport them too far against any who might be innocent of it. He described murder as "that crying offence that will not sleep, but will have inquisition made of it in open day;" and ended his remarks by saying, "With this charge only, I dismiss you to your office: and God direct you in your inquiries, and us in the issues of them."

The Court was then adjourned till six o'clock p.m., when the grand jury returned a true bill charging the Boutiliers with

having on March 19th, 1791, with certain large sticks and a tomahawk, inflicted upon Frederick Eminaud mortal strokes, wounds and bruises, of which he then and there instantly died. To this charge the prisoners on arraignment pleaded not guilty.

The following petit jurymen were sworn : Alexander McNeal, Martin Minick, John Meisener, John McGregor, John Hiltz, George Bickler, Christian Tanner, James Dorcas, Leonard Young, Edward Mullock, Joseph Bailey, and Leonard Arenberg.

Mr. Stewart opened the case for the Crown, showing the evidence to be submitted, which he explained was purely circumstantial, but which after the fullest consideration had left in his mind a *violent* presumption that a murder had been committed. The witnesses examined on behalf of the prosecution were, Joseph Contoy, Nicholas Eisenhauer, William Cheney, Susanna Cheney, John P. Boutilier, Joseph Boutilier, David Boutilier, George M. Smith, George Bobner, Casper Heckman, Andreas Young, Peter Langille, George Titaff, John Bachman, and John Lay.

Then followed the examination of the prisoners at Halifax, taken before John Newton and William Taylor, two of His Majesty's Justices of the Peace.

No evidence was offered on the part of the defence, and the Chief Justice proceeded to deliver his charge to the jury, entering fully into the evidence and the law applicable thereto, among other things stating as follows : "The desirable thing is, in every case, civil as well as criminal, to have direct demonstrative evidence of the fact to be proved, but particularly in criminal cases ; and more especially still where they touch life. But wickedness often devises such secret times and ways to perpetrate its evil designs, that if nothing but positive evidence could be received for juries to go upon in determining facts, crimes would forever go unpunished, and the condition of society be rendered most insecure.

"*Presumptive* evidence, therefore, has been let in, and that which is positive not being to be had, circumstances are resorted to. For when the fact itself cannot be demonstratively evinced,

that which comes the nearest to a proof of the fact is a proof of such circumstances as either necessarily or usually attend such facts; and in proportion as these turn out in number and application, the strength of the presumption arising from them becomes more or less forcible and persuasive. If the presumption arising from such evidence be but light, it is none at all, and ought not to weigh on your minds in the least, but to be dismissed entirely from them as that upon which no reliance ought to be had. On the other hand, the presumption arising from circumstances merely, may be so strong as to be irresistible, and, if possible, even more conclusive than a simple testimony of the fact itself, which is the nature of direct evidence. Thus, to put a familiar instance that has relation to the present case: 'Suppose a man having been stabbed in a house, another is seen running immediately out with a bloody knife in his hand, and no one else in the house at the time. Here positive proof is wanting, for the person is not seen to have done the deed, but a presumption arises so violent from these circumstances against him, as hardly to admit of proof to the contrary, allowing the circumstances to be true.'

"It may be said, indeed (and I leave it to your consideration), that it is not necessarily conclusive against a person charged with a crime, that he has endeavored to clear himself from it by an account that turns out to be false; for that pinched and pressed by some untoward circumstance that he cannot otherwise get rid of, he may, being innocent all the while, endeavor to shift it by prevarication, not trusting to his innocence. But this is not the course of innocence which commonly trusts to itself, and a contrary course is always suspicious; but I leave the observation to be considered by you.

"If you have the smallest doubt whether it regard the fact of the murder, the fact of the prisoners having been at the house, or the design and end with which they might have been there, it is my duty to tell you, and yours to mind what I say, that you ought to acquit them upon the humane principle mentioned by

the learned counsel for the prosecution, and candidly mentioned by him: that it is better any number of guilty persons escape punishment, than that one innocent man suffer.

"If you have no doubt, but think that the finger of Providence has as plainly pointed the prisoners out doing this deed, as if one had come and told you he saw them do it; in that case, and in that case only, you will find them guilty.

"With one single exhortation more, I leave the matter to you. Take the whole into your serious consideration, but be not hasty in forming a judgment of guilt, remembering that no delay or deliberation can be too great where life depends. Therefore weigh every circumstance, and in giving each its due weight, give it no more, but do equal justice, leaning to mercy; and draw such a conclusion from the whole as is proper for you to draw, judging upon your oaths."

The jury, after an hour and a half's deliberation, rendered a verdict of guilty.

The learned Chief Justice, in sentencing the prisoners, declared the entire concurrence of the Bench in the justice and wisdom of the verdict. He reviewed the conduct of the prisoners from the time they came into the county till the crime had been committed, and the facts which had pointed them out as its perpetrators, and added:

"For the crime itself it is incapable of aggravation; and therefore unnecessary for, as it is painful to, me to dwell longer upon a subject so black and dreadful. It is with much more satisfaction that I can remind you that though from the present tribunal before which you now stand, you can receive nothing but strict and equal justice, you are soon to appear before an Almighty Judge, whose unfathomable wisdom is able, by means incomprehensible to our narrow capacities, to reconcile justice with mercy; but I trust you are not so ignorant as not to know that such beneficence is only to be obtained by deep contrition—sound, unfeigned, and substantial repentance.

"To bring your minds to this desirable state, you will be indulged during the very short remainder of your lives, in the conversation of a holy clergyman, who will tell you, with better

effect than I can, how indispensable a mark of repentance it will be in the eyes of Heaven, that you make a full and genuine confession of all your crimes. But this is, as between yourselves and your own consciences, under his salutary exhortations; therefore only recommending it to you, with his assistance, to lose no time in making that peace for yourselves with Heaven, which this world can no longer allow you. What alone remains for me, is to pronounce that sentence which the law has appointed for crimes like yours—a sentence full of horror, but such as religion itself has directed, and mankind have in all times given and executed in the like case, to be a terror to evil-doers, and a security to them that do well.”

The learned Chief Justice concluded his address by adding to the usual solemn form of words: “For the speedy execution of which I bid you prepare. And may that God ‘who hateth nothing that He hath made, and doth forgive the sins of them that are penitent,’ of His infinite goodness have mercy upon your souls.” Before execution, the younger Boutilier made a full confession of the crime to Rev. Mr. Money. They were buried on the farm where they had formerly lived at North-West.

A map, engraved by T. Hamman, Halifax, showed the first landing of the murderers, their track thence to Eminauid’s house, and from their mother’s residence, by Martin’s Brook, to their boat; their track towards Eminauid’s on the night of the murder, and the return track after the same, and their attempt to cross the ice where they were seen by Bachman and Lay. The position of Lunenburg, and the islands, and places adjacent, several houses near the scene of the murder, and the common, were all delineated.

The criminal records of the county also show other cases of a revolting character, all the particulars of which are within the memory of persons now living.

A man who had frequent quarrels with his wife, took her into the woods and there killed her, throwing her body into the bushes, where it was afterwards found. He was tried at Lunenburg, found guilty, and executed there in the jail-yard.

The most dreadful of all the cases is that of a man who, it is supposed, was temporarily crazed by distress in business, and who killed his wife and five children—his whole family—and then ended his own life by drowning himself in his well.

On another occasion, a man dealt such a blow with a heavy stick upon a constable while in the discharge of his duty, that death resulted. Conviction and sentence for execution followed, but imprisonment for life was substituted.

The writer has been informed by C. E. Kaulbach, Esq., M.P., that he has in his possession the cat-o'-nine-tails used in early times at public whippings in Lunenburg.

Among the offenders who received this punishment was a sailor, for breaking into the store of Mr. Hunter, watchmaker; a man named Jackson, for breaking into the house of Rev. F. C. Temme, and John Bilbie, for breaking into the store of Mr. Henry Oxner. A man was once seen in the stocks at the jail corner, opposite the Wilson property.

BRIGANTINE "ZERO."

On the eleventh day of September, 1865, the writer was called upon by James Enos Baker, of Baker's Island, and James Publicover, who stated that they, with James Rynard, Peter Moser, John Baker, Charles Baker, John Publicover, and William Wolf, had on that day, within half a mile of Cape La Have, picked up an abandoned brigantine, with helm lashed, and foresail, mainsail, jibs and other sails set; that the sides of the vessel had been cut into with an axe to the beams; that auger holes had been bored in the cuttings and in other parts of the vessel, and that the name had been recently obliterated with black paint. An examination of the papers showed that the vessel was the *Zero*, 194 tons, built by David Dart at Clifton, Colchester, in 1861, Colin C. Benson, Master. The vessel was coal-laden, bound from Cow Bay, C.B., to Boston. Some of the crew were in the vicinity, and had reported that the captain had fallen overboard. Information was lodged with a magistrate, and the mate, cook and a boy were arrested and examined separately. Their statements agreed, and there being no proof against them,

they were discharged on their own recognizances until the following Saturday, and then finally released. Two others of the crew were, on information given, arrested at Liverpool. These men were, from suspicious circumstances, detained in custody. The boy stated that he was at the pumps with one of the men, and the captain was at the wheel. A short time afterwards the master was missed; the main-sheet had broken, and he supposed the boom had knocked him overboard. He called the mate, who came on deck, but nothing was seen or heard of the captain. The statements of all were that they knew nothing of any attempt to scuttle the vessel; that exhausted from working at the pumps they left the brigantine, with six feet of water in the hold, on Sunday morning, the tenth day of September—no land in sight, but, as they believed, about forty-five miles distant. Those of the crew who had been previously discharged were rearrested, and a further examination was held, which resulted in a trial at Halifax, in November, 1865, before Young, C.J. The facts given in evidence are referred to in "Oldright's Law Reports," vol. ii., p. 93. The mate Douglas, and the cook Dowsey, were found guilty of the wilful murder of Captain Benson, who had been beaten about the head, in his berth, with an iron belaying pin, sewed up in a piece of sail canvas and cast alive into the sea. They were sentenced to death. Dowsey was hanged at Halifax, January 24th, 1866, having, it was believed, most fully repented of his crime, and declaring that he relied for forgiveness on the pardoning mercy of God. A case had been reserved as to Douglas, and his sentence was commuted to imprisonment for life. He died in the penitentiary.

It may be stated to the credit of the fishermen who found the vessel, that they all acted most honorably, and that not a single article was missing. They were paid by the writer, as solicitor in the matter, one thousand dollars for their services.

CHAPTER XLVI.

Tales of Shipwreck suffered by Mariners and others belonging to the County—Chase and explosion of "Young Teazer."

"They that go down to the sea in ships, and do business in great waters, these men see the works of the Lord, and His wonders in the deep."

"Pray for the sailors on the deep,
To Him whom winds and waves obey,
When waters rise, a mighty heap,
And madly o'er the vessel leap,
And human skill is vain to keep
And guide her, on her trackless way!"

THE following accounts of shipwreck are examples of what Lunenburg mariners have undergone when "in peril on the sea":

BRIG "FREDERICA."

The Lunenburg *Progress* reported, December 20th, 1893, that on the same day and month in 1843, "the Lunenburg brig *Frederica* arrived here from Gloucester, England, with the crew in a starving condition. She left Gloucester scantily supplied with provisions, and was sixty-five days on the passage. As she drew out of the dock at Gloucester, two strange dogs jumped on board. They were put off. Again they jumped on board, and again they were thrown back to the pier. As they boarded the vessel for the third time, two policemen standing on the pier advised the crew to let them remain on the ship, and the advice of the policemen was acted upon. When the *Frederica* arrived here, not one mouthful of regular provisions could be found on her, and nothing of the dogs remained except one paw and a head. On a previous passage the brig was loaded with beans, and beans long jammed into the cracks of the ship were picked out, crushed and mixed

with the blood of the dogs, all of which was warmed on the stove till it had become thick, and eaten. The officers and crew belonged to this town, and answered to the following names: John C. Rudolf, master; William West, mate; Terrance Lee, cook-steward; Christopher Burns, Francis Berringer, John Morash, William Keizer, Henry Young, and Charles Selig."

BARQUE "BLAKE."

On Saturday, April 26th, 1856, St. John's papers were received at Lunenburg, containing detailed accounts of the awful wreck of the British barque *Blake*, of eight hundred tons, of which Edward Rudolf was master, and his cousin, J. George Rudolf, mate. They were natives of Lunenburg. The vessel sailed February 8th, from Ship Island harbor, Mississippi, for Cork. When near the middle of the Atlantic they encountered a hurricane, or series of terrific gales, from March 4th to 19th. Before the latter date, the vessel was water-logged, her sails and spars were blown away, and each heavy sea made a clear breach over her decks. Several of the crew were washed away—eight in all; and two afterwards died from fatigue, cold, and starvation. On the 19th the gale began to abate. For thirteen days the survivors remained on the wreck, without a morsel of food, except one rat, which was divided among them. On the thirteenth day one of the crew (the second one) died, and his body was partly eaten—"very sparingly, indeed, for the thought of it was almost as bad as death." These are the words of the captain, in a lengthy account published at St. John's Nfld., April 15th, 1856, and which, the *Newfoundlander* said, unfolded a picture unsurpassed in its thrilling horrors by any similar catastrophe that could be remembered, and that a more brave-hearted endurance could not have been exemplified. On the 29th of March, the sufferers were taken from the wreck, with difficulty, by the schooner *Pigeon*, Captain Knight, from Lisbon for St. John's, where they arrived on the 15th of April. Captain Rudolf, after returning thanks to Almighty God for His merciful

deliverance of his fellow-survivors and himself, and to Captain Knight and his crew for their great kindness, wrote: "May not the slightest shadow of the least of our sufferings ever be cast on any of their voyages through life."

The following statements are condensed from published newspaper accounts:

BRIGANTINE "EMMA."

The *Emma*, Captain Charles Dowling, left Philadelphia, November 8th, 1881, for Halifax. When twenty-two miles W. by S. from Sambro, she struck the steamship *Howards*, of Sunderland, Captain Shotton, cutting right into her abaft the fore-rigging. The *Emma* became all open forward. The steamer sank not more than fifteen minutes after the collision. A boat from the *Emma* was picked up by the brigantine *Henry Coipel*, Captain Deveau, of Meteghan, N.S., who had the steamer's crew already on board.

In the summer of 1882, George, James, and Henry Graves, brothers, and Benjamin Nass, all of Chester, were in a fishing schooner, of Gloucester, Mass., commanded by Captain Charles Bond, also of Chester. The vessel struck an iceberg and sank. All hands on deck took to the dories and were saved. The brothers Graves, Nass, and the steward were in the forecabin and were drowned. The four first named each left a wife and child.

SCHOONER "J. W. RUSSELL."

The following is taken from an account given to Rev. D. S. Fraser and Mr. Titus Langille, by Zachariah Mader and Frederick Sellars, two of the survivors:

"The vessel left Mahone Bay, July 4th, 1883. Allan Ernst, master; William Schnare, boy, steward; Ezra Mader, boy; Henry and William Weinacht, Hibbert, Edmund, and Haliburton Ernst, Zachariah Mader, Fred. Sellars, James Westhaver, and Benjamin Kaiser, all of Mahone Bay, and Isaiah Publicover, of Blandford. We baited twice at Canso, and left the second time on August 13th, and continued fishing on the southern edge of

Quero Bank until Monday evening, 27th, when we hauled up, and started for home, with 450 quintals codfish.

"A gale was encountered after sighting the light on Sable Island. Wind and sea increased, and after much trouble with sails and reefs, a sea struck her and hove her on her beam ends. After this the skipper, Allan Ernst, his brothers Hibbert and Edmund, and Henry Weinacht were not seen again. The two boys and Haliburton Ernst were in the forecastle. Ernst came up through the water and hawser and caught the fore-rigging, and cried, 'Who's all here?' Mader said, 'Two of us are here, but don't know who's in the main-rigging.' The following conversation then took place: Ernst said, 'Is that you, Zac?' 'Yes; that's me.' 'Who's the other?' 'Willie (William Weinacht), did you come out of the forecastle?' 'Yes, I came up through the water and hawser; my first thought was I'd go back, but again I thought I shouldn't, and so I came up through.' The young fellow (Ezra Mader) said, 'My God, she's upset!' and in that while the steward (William Schnare) jumped out of his berth, but I don't know what became of them. Benjamin Kaiser, who had hold up forward, said there was no room for him, and he'd get into a dory, and he did, and the last words he spoke were, 'If any of you are saved, tell my poor wife I'm gone.' Three men were in the main-rigging. Sellars said, 'When she upset I made for the main-rigging, soon after James Westhaver and Isaiah Publicover came there; I got my arm in between the lays of the lanyards, when a heavy sea came and Westhaver and Publicover went overboard, taking the shear poles with them, and I was swung to my arm. I then crawled on the bulwarks and lashed myself, and there I stopped till near daylight, when both spars went out of her nearly together, and then she went bottom up, and the other three who were forward let themselves run out on the bottom by a line.' (Here follow statements of more seas, lashings, and washings overboard.)

"Towards evening, preparing for another night, we all lashed ourselves again. It became calm and rained a little, and we caught some in our oil-jackets, and all but Mader drank. He

didn't feel thirsty. Young Weinacht, overcome with fatigue, slept by the bow, but towards morning, when the wind again rose and the sea broke over them, they had to wake him. When daylight came Friday, we were anxiously looking for a vessel, and everything looked like vessels, but none came until about eight o'clock, when we saw a large two top-mast schooner coming right for us on the wind. We then took a piece of the bulwarks and a pair of pants, and made a signal. Just then we saw another schooner coming from the windward. The first one laid by, and sent out two dories with five men. They backed up to leeward, in a heavy sea, and we were rescued at last by the American schooner *Flora Dellaway*, Frank B. Wright, master, from Gloucester for the Grand Banks, from which vessel we were transferred to the *Elsie*, which landed us safely at Lunenburg, about 5 p.m. on Saturday, September 1st, when we arrived home about dark the same day.

"Of the eight men lost from Mahone Bay, three were brothers: Allan Ernst master, unmarried; Hibbert Ernst, widower, leaving one boy about seven years old; Edmund Ernst, widower. They were sons of Michael Ernst, Mader's Cove, also a widower, and who has only one daughter left. Benjamin Kaiser left a widow and five children. James Westhaver a young man, left a wife and three little children. Ezra Mader and Wm. Schnare were boys about sixteen and seventeen years old. Henry Weinacht was about nineteen. Isaiah Publicover left a family at Blandford. The survivors were all young men."

SCHOONER "WELCOME."

(From *Israel Spindler's Account.*)

"Left Lunenburg, August 10th, 1883, and reached Prince Edward Island a week afterwards. Fishing all day off St. Margaret's Chapel, and left for Souris at dusk. A strong breeze, wind E.S.E. At ten o'clock it blew harder. Kept sail on till twelve, and tore jib. Thursday, ran under double-reefed foresail for about half an hour, when heavy sea came while vessel in trough. Eli Himmelman and Henry Mason were standing at foresheet, and I aft, on lee quarter. The sea

boarded us, and washed me overboard, to leeward. I was under water for some little time. I got out at last, and ran along the side of the vessel, which was on her beam ends, and pitching heavily. Four men were in the cabin, calling loudly. The captain ran forward, and got in one of the dories. Did not see him afterwards. I got out on the main-mast head. Eli and George Himmelman, Henry Mason, and Alvin Conrad were sitting on the railing. Three of them came out to me. (The account then refers to holdings-on, and washings-off.) How I passed the night I cannot tell. In the morning I was sitting on the vessel's rail. I do not know how I got there. I had no boots, nor socks, nor hat on. I was taken off the wreck by John H. Campbell, and John McPhee, of E. Point. I saw those men now lying on the breakwater here—Gabriel Spindler, Almon Zink, Daniel Mason, and William Himmelman. They all belong to Lunenburg county. The cook, Stannage Himmelman, was in the fore-castle. Believe he was drowned there."

SCHOONER "HENRIETTA."

On December 12th, 1887, the W.I.M. steamship *Barracouta*, Captain Hubbard, arrived in New York, with Captain John H. Hammett and crew of schooner *Henrietta*.

"Left Anguilla, W.I., November 26th, for Lunenburg. On the 29th, gale from N.W. Foresail, storm try-sail, and balance reefed mainsail were carried away in succession, the latter with a report like a cannon. There was a clean sweep of the sea over the deck, taking everything movable. The rudder gave way, and a drag was flung over. The gale continued all day, and five days thereafter—water rising in the hold. The bulk-head was chopped away, and twenty tons of salt cast overboard. The lights of the *Barracouta* were seen on the night of December 6th. The schooner's deck was then flush with the water: night dark as pitch and heavy sea. Captain Hubbard signalled that he would stand by till morning. The clouds opened, and a streak of moonlight showed the dismantled schooner. The crew were in despair. 'Who'll board that vessel?' shouted Captain Hubbard. All his crew volunteered, and four men

under Chief Officer Williams were selected. In two hours, all were transferred. Captain Hammett and his men were in a horrible condition, from exposure and exhaustion. The schooner sank as the *Barracouta* left."

BRIGANTINE "VICTORIA."

Captain John Simmons, in the *Victoria*, arrived at Halifax, September 23rd, 1889, on her maiden voyage from West Indies.

"Left Martinique, August 30th, for Provincetown, Mass. Had indications of a gale September 4th, and preparations were made. Next day we met a hurricane, and the vessel was hove to under bare poles. During the afternoon the wind equalled a tornado, and seas broke with tremendous force. Ten gallons of cod oil, and five gallons of paint oil, were used with good effect. The captain thought that without this the vessel would have foundered. The sails were blown from the gaskets, and at 7 p.m. the vessel was on her beam ends. Everything movable was swept from the deck. The barometer was down to 27.80°, and the compass was made useless by electric fluid. A lurid blue flame, resembling the electric light, sped around the vessel in a circle, making hundreds of revolutions in a minute—the sea in masses of seething foam and spray, dashing over the vessel. She was down for three hours. The masts were cut away and she slightly righted, and came up altogether at midnight. The only spars remaining next morning were the bowsprit and jibboom. The vessel was put under jury rigging, and sailed with it between 1,400 and 1,500 miles. She is a great object of curiosity as she lies in the harbor."

SCHOONER "LION."

The steamship *Bermuda*, Captain Haliburton, arrived at New York, September 6th, 1890, with Captain Peter R. Peters, and crew of six, of the *Lion*, which sailed from Lunenburg for Kingston, Jamaica, August 15th.

"At midnight, August 29th, a hurricane, which had been indicated and prepared for, struck the schooner, over which great waves dashed, while it rained in torrents. On the 30th a

gigantic wave hurled the vessel on her beam ends with lee side entirely under water. The bowsprit was taken away, cutwater demolished, whole stem twisted, and rails and stanchions carried off. A wall of water smashed in the entire side of the port forecastle, and filled the galley house and forecastle with debris. Seamen Rice and Hadlunch were hurled from their bunks. The men were buried under crashing timber, which came on the crest of the wave, and pounded them like battering-rams. Hands, faces, and bodies were a mass of bruises. The vessel remained on her beam ends at the mercy of wind and sea. The fury of the gale prevented the righting of the vessel. The captain gathered the men on the poop deck, where they clung for hours, while the hurricane tore the sails to tatters, and they could feel the schooner sinking under them. The crew went through great additional hardships, working thirty-six hours at the pumps, until 9 o'clock a.m., September 5th, when the *Bermuda* came in sight, and rescued them. The water-logged craft was set fire to."

BRIGANTINE "CLIO."

"This vessel left Kingston, Jamaica, November 17th, 1892, for Turk's Island. Captain Stephenson was attacked with rheumatism one week out, and the mate, Haydon, was taken down with ship fever. On December 9th, weather was uncommonly bad, ending in tempestuous hurricane, so severe that the sick captain felt obliged to go on deck, and stood ready, for four hours, to cut away the masts, the sea all the while washing over him. He had to remain in bed the next ten days, the wind blowing at a furious rate, and the *Clio* was laid to. Joseph Haughn was attacked by a fever, leaving Wm. Arenberg second mate, Harry Burk, and George Marshall to work the ship. A signal of distress was set December 26th, and seen by a German steamer, which, hearing of fever, moved off. On the night of the 30th, spoke the brigantine *Boston Marine*, Captain Porter, who gave them medicine and provisions. The weather moderated, the sick seamen screwed up their nerves, and the *Clio* arrived at Lunenburg, thirty-two days from Turk's Island. The

captain said had it not been for the marvellous pluck and staying powers of the well ones of the crew, the vessel could not have lived out the tempest.

"John H. Zwicker, cook, of Bridgewater, though not a hale man by any means, stood the mate's watch, rendered motherly assistance to the afflicted members of the crew, and cooked as usual for the few able to be on duty. Second mate James A. Arenberg, though he had never before filled the position, performed the duties of first mate with a willing and master hand, hardly closing his eyes in slumber during the ten days that the ship was in distress. As a reward for this faithfulness he was promoted to the position of first mate of the *Clio*, and Harry Burk, who also proved himself to be a man of mettle, was moved ahead to the second mateship."

1893. April 24th.—About midnight the steamer *Dominion*, Captain Nickerson, bound for Halifax, went ashore in a thick fog on the south-western end of Big Duck Island. Among the passengers were Mrs. Thos. Campbell of Liverpool, Rev. D. Currie of Shelburne, and C. E. Kaulbach, M.P. There was a rough sea on, and the passengers were lowered to the boats by ropes. It was impossible to land on the island, but the whole party arrived at Lunenburg a few hours later. The vessel became a total wreck.

"FISH HAWK."

"The schooner *Fish Hawk*, engaged in fishing on the La Have banks, arrived at Getson's Cove, August 25th, 1893, with her flag at half-mast. During the gale of Monday, Captain Hiram Corkum, his brothers John and Angus, and a boy (John Corkum, son of Simeon), all of Mount Pleasant, were lost. The survivors, five in number, who brought the schooner into port, say the gale was at its height at four o'clock in the afternoon. The poor fellows who were lost were out in dories. The captain was endeavoring to save the boy when he was drowned. The survivors say it was simply impossible to save the doomed men. The *Fish Hawk* was at anchor and parted her cable, losing 180 fathoms. Three dories were also lost."

"ADVENTURER."

This schooner, owned by Captain James Richard, of Lower Dublin, and others, was driven ashore in a storm of snow and sleet at Souris, Prince Edward Island, at 10.30 p.m., Sunday, December 3rd, 1893. Captain Richard took with him from home, his sister, Abigail R. Richard, and his cousin, Sophia M. Richard, daughter of Captain Elias Richard. Heavy seas broke over the vessel, and those on board were exposed to great suffering. The mate Eber Bailley, and Sophia Richard perished.

After the schooner ran ashore, she went over on her beam ends about 1.30 a.m. The crew were four men, and three others who had come on board to help. The two girls were lashed, one to the rail, the other to the windlass. Joseph Corkum, the cook, took charge of Sophia, and did all he could to protect her, and the captain did the same for his sister Abigail, putting his cloth overcoat and rubber coat round her, and his hat on her head. They became benumbed and stiff with the cold, and Sophia died on board about 5 a.m. Bailley died as he was taken into a house, after they had left the vessel about 8 a.m. They were all lowered by ropes, and taken ashore in a dory. Sophia spoke affectionately of her people at home, and especially of her brother Austin, who was a divinity student at Sackville, N.B.

CHASE AND EXPLOSION OF "YOUNG TEAZER."

One of the most interesting sights ever beheld in the waters of the county was the pursuit of the American privateer *Young Teazer*, in 1813. This was witnessed by John Heckman, Esq., who was then captain of the guard on duty at the block-house, near Lunenburg, and by many others. The vessel had been for some time chased by the privateer *Sir John Sherbrooke*, an eighteen gun brig, commanded by Captain Joseph Freeman, belonging to Liverpool, N.S., but was at last shut out from view by the fog. One of the men of the *Sir John Sherbrooke*, then resident at Lunenburg, informed the writer that the *La Hogue* (74), the frigate *Orpheus*, Captain Hugh Pigott, another frigate named the *Castor*, and the *Manly*, a brig of war, were in

pursuit of the *Teazer*, which vessel had proved very destructive to trade and commerce.

The captain of the *Teazer* ran in, and when off the Sculpin rock (lying in mid channel), seeing that he was closely followed by the *Orpheus*, tacked ship, and stood over for Spindler's Cove, when he again tacked, and went out with a fair wind between Cross Island and Eastern Points, and got into Chester Bay, inside of Big Tancook. The *La Hogue* and *Orpheus* continued the chase, and the wind having failed, five boats were sent off from the *La Hogue*, which followed the *Teazer* for some distance, when an officer of the latter, a deserter from the British service, fearing the punishment that awaited him if caught, set fire to the magazine, and blew up the vessel. This was stated by one of the *Teazer's* men in jail at Lunenburg, to one of the crew of the *Sir John Sherbrooke*, before referred to, and he added, "We saw you after us, and it would have been well had you taken us." The noise of the explosion was terrific. Geo. Duncan, then residing at East Chester, who was at the time returning from Lunenburg in his boat, said, that though ten or twelve miles distant, he felt the shock sensibly. The wreck was towed ashore on Nass's or Eastern Island, near Chester, when it was found that part of the hull had been blown away. The foremast and bowsprit were left standing, the first of which, made of Norway pine, was sold for twenty dollars. What remained of the hull, constructed of the best American oak, was sold to George Mitchell, Esq., for a few dollars. The posts on the eastern side of a store built by him, rested on the keelson. Some of the crew were carried to Lunenburg on Sunday, the day after the explosion, and were there cared for. One of them had a leg amputated by Dr. Bolman, and remained in Lunenburg for some time. Another had lost both feet above the ankles. It is said that "the *Teazer's* men were so angry at the curiosity displayed, that they indulged in much abusive language."

The day of the explosion was one of great excitement in Lunenburg. The report was current that the town was taken and that the Yankees were in the front and back harbor, and

the people were actually employed in carting their belongings out of town. Mrs. Kaulbach, sen., was one of those occupied in preparing baskets of provisions for the women and children in case they were required to take flight.

Several persons residing in Chester went out to the wreck. Mr. Josiah Marvin, with David Evans and others, including John Pentz, who fainted at the sight presented on nearing it, took the remains of two of the crew to Chester and had them interred in the churchyard. One man had his head blown off, and both legs were gone below the knees. A basket was brought ashore containing an infant's clothes, a pair of scissors, a needlecase, and a lot of books, among which was one entitled "The Care Killer."

The *Teazer* was from sixty to seventy feet keel, coppered, painted black, with a carved alligator for her figure-head, had her bulwarks filled in with cork up to the rails, and was provided with a "long Tom" forward, mounted on a swivel, and another large gun on deck. She was a very fast sailer, could be rowed with her sixteen sweeps five knots an hour, and was a cause of much dread to coasters and others.

The following record is preserved of the deposition of one of the officers of the ill-fated vessel, made before Francis Rudolf and John Creighton, Esqs., Justices of the Peace at Lunenburg:

"Examination of Elisha Gunnison, carpenter of the late American privateer *Young Teazer*, taken June 28th, 1813. The said Elisha Gunnison deposes that on the 27th of June, being nearly off Lunenburg, saw a sail to windward. All hands were called to make sail and out sweeps. At 2 p.m., discovered another sail to leeward. At 4 p.m., both vessels took the wind, landlocked and compelled us to run into Mahone Bay. The sail which appeared to leeward of us proved to be His Majesty's ship *La Hogue* (74), which chased us into the mouth of the bay, and came to an anchor, and immediately manned and sent her boats after us, the *La Hogue's* boats being nearly three miles off. It is supposed that the *Teazer* was blown up intentionally by some of the crew. The explosion was great and destructive.

Out of thirty-six men who were then on board, eight only were saved, including this deponent, two of whom were much hurt. All were thrown into the water, and one of them with difficulty reached the boat astern, cut the painter and picked up the surviving seven, and immediately rowed the boat ashore, and surrendered themselves to one Martin Rafuse, residing on Anshutz's Island in Mahone Bay aforesaid, who brought and delivered them at Lunenburg. Their names are as follows, namely: John Michel, John Carlo, Richard Vanvost, Joen Pleo, Lewis D. Mott, Charles Wheatman, John Cahoon."

Resulting from these facts a superstition has arisen amongst the inhabitants of the islands in Chester Bay, that the *Teazer*, like the *Flying Dutchman* of old, supernaturally revisits the waters in which she met her fate, and the "*Teazer* light" has long been a matter of alarm to many while passing over Chester Bay.

It is said that the *La Hogue*, requiring a pilot, hailed a schooner, commanded by Captain Allen, going from Dover to Tancook. The signal was given, and the schooner not heaving to, a shot was fired which went through the mainsail, and had the desired effect. The sum of £11 was paid for pilotage to Halifax. Two of the crew of the *La Hogue*, by permission, left that vessel at Halifax and went to Windsor. The ship having been ordered home sooner than was expected, they were left behind. One of them, John Erasmus Anderson, who had been armourer on board the *La Hogue*, was born at Lerwick, Shetland Isles, and was pressed into the service at the age of twelve years. He bought a piece of land, settled in Windsor, and there married. Subsequently to his wife's decease, he removed to Chester, where he again married. Mr. Anderson was an ingenious worker in brass and iron, and made the most delicate surgical instruments. Some of his recollections of his early days were very interesting. He frequently referred to the pious teachings of his mother in the far-off Shetlands, remembering particularly one oft-repeated remark made while washing him, "Johnny, I can wash your body, but God only can wash your heart." He died in Chester, where his daughter and grandchildren resided until their removal to Bridgewater.

CHAPTER XLVII.

Rescues of Persons in Peril on the Sea, and Presentations made for Deeds of Bravery and as Tokens of Esteem.

“An article given by a government for gallant service carries more honor with it than many aristocratic heirlooms do.”—*Sir William Young, C.J.*, in *Clarke vs. Fullerton*, July, 1871.

“**H**ALIFAX, May 2nd, 1828.—On Friday, Captain Flint and the crew of the schooner *Cutharine*, of Yarmouth, arrived in town from Lunenburg. The *Cutharine* sold at Antigua and went to Rum Key for a part of a cargo of salt, which place she left April 2nd. On the 15th, in latitude 38°, she encountered severe gales, had her boat stove to pieces, and carried away her rudder; next day capsized and from loss of spars, etc., was rendered totally unmanageable. On the 19th the crew were rescued from their perilous situation by the active humanity of Captain Morris, of the schooner *Traveller*, of Lunenburg, for whose kindness to himself and crew Captain Flint expressed himself much indebted.”

Sunday, November 6th, 1859.—The schooner *Will-o'-the-wisp*, owned by E. and W. Zwicker, Captain James E. Hunt, master, eighteen days from Turk's Island, arrived at Lunenburg. On the passage the wreck of a schooner belonging to the Ragged Islands was sighted, and the captain and only surviving seaman were rescued by Captain Hunt.

In the fall of 1839, Captain Hunt left Lunenburg for Boston in the schooner *Cherub*, and having been blown out of his course by heavy gales, arrived at Barbadoes. He returned to the county, his vessel enveloped in ice, the following February. His death occurred at Lunenburg, February 3rd, 1892, in his seventy-fourth year. He was “the last of the captains in the Lunenburg West India fleet of forty or fifty years ago.”

ACCOUNT OF RESCUES BY CAPTAIN RUFUS P. TREFRY.

"In February, 1878, I was on a voyage in the barque *Templar*, from Ipswich, G.B., to Delaware Breakwater, and in about Lat. 35° N., Long. 40° W., I sighted a large ship, which passed from and came into view several times within eight or ten days. We had a fearful gale from the south, out of which my vessel came unharmed. At 9 a.m. of the 23rd, having strong wind and heavy sea, I sighted a sail away to leeward, and from the rigging, with my glass, found it to be a large ship, with her main-mast gone at the deck, and the mizzen-mast gone at the head. I told my wife, whose sympathies were, like my own, at once aroused for poor souls who might want to be rescued. We bore down without delay, and could see by the glass men in the fore-rigging. As we rounded her stern, I saw it was the same ship I had seen and lost sight of so often, which proved to be the *Celestial Empire*, of New York, bound from Bremen, or Hamburg, to Delaware Breakwater. The captain thought he could, perhaps, get on without assistance and make the port of Fayal, about six hundred miles east. He wanted me to go on board, and sent his first mate with a message. There was a heavy sea running, and when we were about half way a great squall came up, and the ship, without sail to steady her, rolled heavily, making it dangerous to approach her. I found the captain with his hand in a sling and very down-hearted, as he was one-third owner. He wished to consult me as to the probability of getting into a port. The vessel was in such a sad condition that I told him I would not take her as a gift. I said I would stand by him any length of time until there was a chance to take them off (the sea being then too heavy), if he decided to abandon her, and that I would return to my ship and wait some hours for a signal, which we agreed on. The time had not expired when I saw the ensign in the mizzen-rigging, and I continued to lay by. Towards night the sea had somewhat gone down, and I sent word to him to show a flare-up light during the night, that I might not lose sight of him. At two the following morning the wind had nearly died out, and the

sea was much smother. I sent out a boat, which met the captain with his big lifeboat well laden with provisions. After quite a number of boat-loads of stores and effects were received, all hands (twenty-four in number) came on board. The dog and hens were also brought. Before midnight we were struggling in another heavy gale. About two weeks later we sailed along the south side of Bermuda, when several boats came off, and we sent on shore sixteen of the shipwrecked crew, as a steamer was to leave that day for New York. One week later we landed the rest at Lewis, Delaware."

About three months after this, while in the port of Calais, France, Captain Trefry received a cablegram from the owners of the derelict ship, as follows: "Gold watch and chain for you at American Legation, London." They were procured through the British Consul at Calais. The watch bore the inscription: "Presented by the President of the United States to Captain R. P. Trefry, of the British barque *Templar*, in recognition of his brave and humane conduct in rescuing the officers and crew of the American ship *Celestial Empire*, February 23rd, 1878." Value of watch and chain, \$300.

On the 24th of September, 1886, on a voyage from Chatham, N.B., to Liverpool, G.B., Captain Trefry, in the barque *Belvidere*, sighted the barque *Maid of Aln* with signal, "We are sinking." Her boats were smashed. He put out two of his boats, and saved the crew, with their effects and some stores, and five days after landed them in Liverpool.

The British Government presented Captain Trefry with a silver teapot, suitably inscribed. Each of his mates, P. R. Durkee and Samuel Wilcox, received a binocular glass, and each of the men who manned the boats, received a money award of \$8.

Captain Charles Smith, of Lower Dublin, gave the writer the following account of the rescue of Captain D. R. Knock and crew of the schooner *G. W. Pousland*, of Lunenburg, while in the brigantine *Wilhelmina*, on passage from Turk's Island to that port:

"On Wednesday, January 8th, 1879, I sighted a sail to

leeward, about three miles distant. I went up on the lee rigging and saw it was a wreck, lying to, dismasted, with a flag of distress. I carried all sail and ran down on her, and went within four or five hundred yards—to windward. We drifted along square with them. It was blowing a heavy gale at the time, and a heavy sea running; we could not render them any assistance. We hove to in company with them, to try and save them. We found her to be the schooner *G. W. Pousland*, Captain Knock, of Lunenburg. They had been in trouble for six days. The captain wished us to remain by him until the weather moderated. I hove ship to again, to leeward of her—could not take them off. The captain put a bottle overboard, which did not reach us. I signed to him to heave a second when he got under our lee. I took a chain hook and bent it, and lashed it to a pole, and hooked the stick which was fastened to the bottle with a line. I got it, and took out the letter it enclosed asking for help. Not being able to take them off, I lay near them twenty-four hours, and on the morning of the 9th spoke her again. We then launched a boat in great danger, and boarded her four times before we could get all the crew—a very heavy sea running. I sent my mate and two seamen in the boat, and kept charge of my own vessel. I could not ask them any questions the day I fell in with them. It blew so hard we could not hear one another. We showed each other bright torch-lights all night. We had a severe passage ourselves, and were thirty days from Turk's Island to Lunenburg. Captain Knock had been passed by a steamer, and was spoken by an American barque, which supplied him with an old sail, a spar, and some bread. They offered to take him and his crew off, but he declined, as the barque was going round Cape Horn. They hoped for some homeward bound vessel."

The following is a copy of the letter received in the bottle by Captain Smith :

"SCHOONER 'G. W. POUSLAND.'

"We were dismasted on the 2nd of this month, lying to under storm trysail, and three-reef foresail; and were hove

down on beam ends, and obliged to cut away to save hull and lives. We are from Barbadoes, in ballast bound for Lunenburg. We had a severe gale of wind, and had a narrow chance for our lives, and now the vessel is strained badly—she has worked herself all open, and there is no chance to get into port. Please try and stay by us, and take us off, if possible, to save our poor lives—if you do, the great God on high will never forget you for it. God be merciful to my poor family at home. We were dismasted in Lat. 40° 20' N., Long. 65° 56' W. We shall show a torch-light all night. Try to save our poor lives.

“D. R. KNOCK, *Master*.”

A handsome binocular glass bears the following inscription :

PRESENTED BY
THE GOVERNMENT OF CANADA,
TO
CAPTAIN CHARLES SMITH,

Master of the Brigantine *Wilhelmina*, of Lunenburg, in recognition
of his humane and generous services to the shipwrecked
crew of the Schooner *G. W. Pousland*, of
Lunenburg, January 11th, 1879.

A handsome hunting-case silver watch, suitably inscribed, was awarded to the mate Christian Bailley, an Englishman, and a cheque for \$10 each to the sailors, Arthur Thurlow, of Lunenburg, and Lawrence Le Blanc, of Arichat.

On the 24th of January, 1885, Arthur Etter was killed by a falling chimney, at the burning of the Methodist parsonage in Lunenburg, while endeavoring to save the life of a child he saw to be in danger. He was the first to respond to the cry of fire. The following is an extract from a Halifax letter: “What a good fellow Etter was! He was true as steel. There was no insincerity about him. The breath of calumny has never tarnished his fair fame. He was universally beloved.”

In 1885, silver watches were given by the Dominion Government to Elias Zink, Stannage Knickle, and Simon Schnare, for saving the lives of George Beck and James Hiltz, of the schooner *Dictator*, at Duncan's reef, Halifax county, in May of that year.

Mr. James Nowe, of Black Rocks, was awarded a valuable silver watch by the Dominion Government, for saving the life of Miss Willniff, at Schooner Cove, in March, 1886.

A gold medal was awarded to Captain G. Slaughenwhite, of Lunenburg, in 1888. It was inscribed as follows: "Presented by the President of the United States to Captain George Slaughenwhite, of the British brigantine *W. E. Stowe*, for his humane services in the rescue of the crew of the American schooner *Sophia T. Winterton*, January 1st, 1888."

In August, 1889, a diploma and silver medal were received from the Government of Spain, awarded to Captain Martin Larsen, of the schooner *Aubrey A.*, of Lunenburg, for rescuing in December, 1888, while on passage to the West Indies, the captain and crew of the Spanish brigantine *Esperanza*. The Captain of the Port in a letter of thanks congratulated the British Consul as "the representative of a nation that in justice may be proud of their worthy and honorable seamen, who are ever ready to face all perils, out of charity and love."

A paper published at Philadelphia, Pa., September 14th, 1889, said: "To the keen eye of Captain Ambury of the Allan Line steamship *Prussian*, the crew of the brigantine *Anglo*, of Lunenburg, from Turk's Island for Boston, owe their lives to-day. While the *Prussian* was on her way to Philadelphia, signals of distress were seen flying from the hull of a dismasted craft. The wind was blowing with such intensity that it was with great difficulty that a lifeboat was launched. After many efforts the rescuing crew got off, but on approaching the brigantine it was found impossible to bring the small boat alongside. The men were told to jump into the sea, which they did, and were then picked up one by one and pulled into the lifeboat. The brave rescuers made four trips."

In May, 1890, Mrs. Manthorn, of Mill Village, was coming thence to Bridgewater with a carriage and pair of horses, she being the only passenger besides the driver. He left the carriage at Bottle Brook, a mile and a half west of Hebb's Mills, to get a drink, when something started the horses and they ran off. Mr. George A. Hebb, storekeeper at the mills, a son of the late

Abraham Hebb, heard the screams of Mrs. Manthorn, and saw the team coming at the wildest speed. He tried with a piece of board to frighten the horses into a stoppage, but in vain. Making a spring right in front, between them, he caught one by the bridle, and with his other hand grasped the pole yoke for support. He managed to throw the horse he held, which, with himself and the carriage and lady, was dragged some distance by the other till they were stopped by a large pile of split rock above the road.

It was believed by several onlookers that Mrs. Manthorn and Mr. Hebb would be killed. Mr. Hebb was struck by the yoke under his ribs, and one knee-cap was injured; the buttons were torn from his clothes, and blood flowed from cuts in his arms. He was laid up for over a month, and it was two months before he could walk with his accustomed freedom. It is believed that by this daring act, than which none braver was ever performed in this county, he saved a life at the risk of his own. He certainly became entitled to, and he should receive, an award such as is given for similar distinguished service.

The honorary testimonial of the Royal Humane Society of England, inscribed on vellum, was awarded to Joseph Himmelman, "for having on the 19th of January, 1891, at great personal risk, gone to the rescue of Harold McKean, who was unfortunately drowned in River La Have, Pentz Settlement, Nova Scotia." He also received a valuable silver Waltham watch, suitably inscribed, from C. E. Kaulbach, Esq., M.P.

In July, 1892, Captain John Boehner, of the schooner *Florence*, of Mahone Bay, sighted a wreck, the schooner *Theresa*. Budd D. Melvin, master, which sailed from Chatham, N.B., for New York, on June 25th, with a crew of six in all. When Captain Boehner first saw them, four out of the six were vainly endeavoring to save themselves, while he, though anxious to aid them, was unable to do so. He, however, laid by them from 10 a.m. until 6 p.m. At last the captain was the sole survivor, the others having been washed away. When Captain Boehner, with some of his crew, got near enough in a dory to throw a line, Captain Melvin had not strength enough left to

use it. The good Samaritan managed, without the rope, to get him on board his ship, took care of him, and, turning back from his fishing trip, landed him at Mahone Bay. The *Theresa* sprung a leak on July 2nd, became water-logged, and was thrown on her beam ends in a heavy gale and sea, near Sambro. The noble conduct of Captain Boehner and his crew was highly commended by Captain Melvin.

In April, 1893, Lieut.-Governor Daly presented to Captain Boehner, a handsome gold watch and chain. The inscription on the inside case of the watch was as follows: "From the President of the United States to Captain Boehner, of the British schooner *Florence*, in recognition of his service in effecting the rescue of the master of the schooner *Theresa*, July 4th, 1892."

The crew of the *Florence*, George Adams, Ed. Riskey, L. Hyson, O. Lantz, and J. Jodrey, each received the sum of \$20 in recognition of their services.

In 1894, a silver watch, suitably inscribed, was given by the Dominion Government, and a medal and vellum certificate by the Royal Humane Society, to Mr. Rufus Parks, of La Have, for heroic conduct in rescuing the crew of the *Hilda Maude*, October 17th, 1891.

The following account, copied from the *Trades Journal*, was published in the *Lunenburg Progress*, of November 11th, 1891. It was well headed "A La Have Hero."

"During the gale of Monday night, the 17th ult., the schooner *Hilda Maude*, from Lunenburg, N.S., was ashore off Black Point, north-west of Cranberry Head. The wind and sea were very heavy, every sea breaking clean over the vessel. She was a fishing schooner with nine men on board. They all had to stand in the rigging till near noon next day. There was a large crowd of men on the shore all the morning, but none would venture out. At last, John Cox, with three other men, tried, but their boat was filled and they had to make for shore again. After a little they tried again, but failed. Rufus Parks, from La Have, Parks' Creek, Lunenburg county, seeing they could not get out from the shore, stripped off his clothes in the

rigging, jumped into the water and swam to shore. Before he reached it, he lost the use of his legs. He was assisted by two young men and taken to the nearest house, where he got something to eat and drink, and a dry suit of clothes. He then came back to the shore. All the dories except one were smashed against the rocks, and it was badly wrecked. Parks got a hammer and some nails and patched up that dory. He nailed a piece of one of the dories on one side of it himself, and two or three of the men around caulked up the cracks a bit. Then they helped him to launch her. No one would go with him. He pulled for the vessel and soon reached her and brought one man ashore. He pulled out again and brought three more in, and so on till he had them all on land. He made four trips from the shore to the vessel and back again in a very short time. He was nearly capsized twice."

A very handsome binocular glass was awarded to Captain Charles Rafuse, inscribed as follows: "Presented by the British Government to Charles Rafuse, master of the schooner *Amelia Corkum*, of Lunenburg, Nova Scotia, in acknowledgment of his humanity and kindness to the survivors of the barque *Hope*, of Alengstivith, wrecked in the North Atlantic, on the 22nd of August, 1892."

On the 15th of September, 1894, Captain Louis Knickle, of schooner *Alaska*, saw a schooner with signal of distress, and bore down to her. He found her to be a French schooner, the *Emilie*. Captain Knickle rescued the men, and in fifteen minutes the schooner went down.

On the 23rd of August, 1895, Captain Reuben Ritcey, of the schooner *Majestic*, of La Have, on passage home from the Banks, rescued Captain Brudigan and eleven men from the German barque *Der Wanderer*, which was in a sinking state, and only a few feet above the water. The sea was rough at the time of rescue.

The presentations to Captain Smith, and Messrs. Zink, Knickle, Schnare, James Nowe, Joseph Himmelman, and Rufus Parks, were made at public meetings, by C. E. Kaulbach, Esq., M.P.; to Captain Slaughenwhite, by J. D. Eisenhauer, M.P.:

to Captain Larsen, by T. E. Kenney, Esq., M.P.; and to Captain Boehner, by Lieutenant-Governor Daly at Government House.

Robert A. Logan, Esq., of Bridgewater, who has been for eighteen years Captain of the Fire Company, was in September, 1881, presented by his brother firemen, on the occasion of his marriage, with a silver coffee urn, and in January, 1887, with a silver speaking-trumpet, as marks of the esteem in which he was held by them.

On the 13th of September, 1892, William L. Romkey, Esq., 1st Lieutenant Relief Fire Company No. 2, Lunenburg, was presented with an address and a handsome tea service by his brother firemen, as a wedding present.

In January, 1894, Captain W. C. Smith, master of the schooner *M. B. Smith*, of Lunenburg, was presented by the other owners of the vessel with a handsome gold watch, suitably inscribed, and an address expressive of their great esteem for him, and their appreciation of his "zeal and energy," and his "excellent management of the vessel's affairs, at home and abroad."

CHAPTER XLVIII.

History of the Nova Scotia Central Railway.

THOMAS G. STEARNS, and Lewis B. Page, of New York, had, for more than two years, been exploring for minerals in several counties, including King's and Annapolis.

They were especially encouraged by the large deposits of iron ore they discovered in the latter county, and in view of their profitable development and working, they conceived the idea of a railway in connection therewith, as shipments could be made with greater ease and advantage on the Atlantic shore than on that of the Bay of Fundy. It was also considered that works for the manufacture of iron could be profitably established in the County of Lunenburg, to which the coal required could be easily and cheaply brought. These facts, together with the expected additional traffic and the conveyance of passengers, led to the application by Messrs. Stearns and Page, on behalf of a company organized in New York, for authority to construct the Nictaux and Atlantic Railway.

EXTRACT FROM JOURNALS OF HOUSE OF ASSEMBLY.

“ Monday, March 31st, 1873.

“ A petition of inhabitants of the counties of Annapolis and Lunenburg, was presented by Mr. DesBrisay, and read, praying for authority to construct a railroad from Middleton to Lunenburg, with a branch from Bridgewater to Liverpool, on the Atlantic coast.

“ *Ordered*, That the petition do lie on the table, and that Mr. DesBrisay have leave to introduce a bill in accordance with the prayer thereof;

“ And thereupon, Mr. DesBrisay, pursuant to such leave, presented a bill to incorporate the Nictaux and Atlantic Railway



RAILWAY STATION AND NEW BRIDGE, BRIDGEWATER.

Company; and the same was read a first time, and ordered to be read a second time."

These first public steps on behalf of the railway were the result of an interview sought by Messrs. Stearns and Page for the company above referred to, composed of themselves, Gardiner, S. Hutchinson, and Richard H. Stearns.

The company was to have a free right of way, and an allotment of crown lands—75,000 acres in Lunenburg, the same quantity in Annapolis, and 25,000 acres in any other county into which extension might be made.

The estimated cost of the work by Mr. Murphy, Provincial Engineer, for fifty-six miles, adopting the gauge which "is now supposed to be the established standard of the country, 4 feet 8½ inches," was \$758,253, giving an average cost per mile of \$13,540. This included permanent way and buildings necessary for the work, but did not include rolling stock, or right of way.

Further enactments relative to the road were made:

1875. Subsidy of \$4,000 per mile voted. Name changed to Nova Scotia, Nictaux and Atlantic Central Railway Company. Time extended for two years.

1876. Subsidy to be used for a road from Middleton to Lunenburg, with provision to bring track within six miles of Pleasant River bridge, Queen's.

1877. Extension granted for entering into a contract, to December 31st of that year, and for completing road, to two years from said date.

Walker, Clarke, and Roberts began work in May. Bond for \$440,000, amount of subsidy, given to Government by many leading men of the county.

October 25th.—Work done certified at \$50,768.80. Difficulties had occurred as to payment of accounts. Government, as authorized to do, paid for work and labor \$27,863.56, and charged it to subsidy.

The Lunenburg *Progress* of October 24th, 1888, had the following:

"A few weeks ago a subscriber forwarded a statement show-

ing that the first sod of the Nova Scotia Central was turned at Lunenburg on the 10th of August, 1877, by Mrs. Eisenhauer, wife of Mr. James Eisenhauer, M.P. for this constituency. The statement also points out the fact that addresses were made by the Rev. Messrs. Owen, Duff, Rodgers, Roth, and Ellis, as well as by the Hon. H. A. N. Kaulbach, Mr. Edwin Kaulbach, and Mr. Grant, one of the contractors. It is also shown that the Lunenburg band was in attendance, playing a selection after each address. Then three cheers were given for the parties concerned in the enterprise, three for the Queen, three for the President of the United States, three for the ladies of Lunenburg, and three for workmen present, after which the band played the National Anthem."

Messrs. Abraham Zink, and James Smith, of Casper, were the ploughmen.

1878. William J. Best, of New York, became assignee of above-named contractors, and began work in June. Sum total expended since first commencement to December, for work and materials, \$244,289.10. Another temporary stoppage.

1879. Work resumed in January, and again discontinued in March. Total expenditure to March 1st, \$261,808.31. Act passed to repeal provision to have road within six miles of Pleasant River bridge. As consideration therefor, \$28,880.06 taken from subsidy, was given to Queen's and Shelburne for public purposes.

A long delay in work now occurred. Legislative provision was made for payment of outstanding claims against original contractors, as per award of Joseph H. Wade, Andrew Gow, and Thomas T. Keefer; and for payment of claims against W. J. Best to an amount not to exceed \$21,500. These payments were duly made by the company.

Work was done on the road from October, 1883, to June, 1884, and then discontinued.

1884. Further extension given for one year from June 15th, for completion, so as to retain crown lands.

1885. Contract extended to December 15th, with allowance for six months additional.

1886. Name changed to the "Nova Scotia Central Railway Company." Between June, 1884, and October 15th, 1886, work done and materials provided to \$109,516.84.

1887. Time extended to December 15th, 1888. Act of 1873 amended, to make capital stock \$1,000,000, in ten thousand shares of \$100 each. Power given to issue bonds, not to exceed \$1,550,000. Dominion subsidy of \$3,200 per mile, for thirty-four miles, \$108,800.

1888. Dominion subsidy, same sum per mile, for forty-six miles, \$147,200.

Further extension granted to fully equip and complete the road, not to exceed one year from December 15th of this year, provided thirty-four miles were completed with rails laid by said December 15th, and remainder in advanced state of completion.

Additional acts were passed, and provisions made for ascertaining and paying land damages.

It seemed impossible to raise money, in addition to the subsidies, to go on with the work, and complete the thirty-four miles as required. This had not been done up to the end of December, 1888, and the company had obtained from James D. Eisenhauer, and Fletcher B. Wade, Esquires, over \$160,000. These gentlemen continued to raise and advance money until the road was finished. In the autumn of 1890, the Halifax Banking Company, who had the railway bonds in security for paper discounted by Eisenhauer and Wade, notified the company that they would sell the bonds on failure of payment. The sale took place, Eisenhauer and Wade becoming the purchasers. They were then sued by the company, seeking to set aside their purchase, which was, however, sustained by the Supreme Court *in banco*. As the result of an action in the name of the Trustees, "The Farmer's Loan and Trust Company of New York," the road was sold under order of the Court, and purchased by Eisenhauer and Wade for \$550,000. On the 5th of May, 1891, Mr. Wade was appointed by the Court, Receiver and Manager, and has since held that position.

Walker, Clarke, and Roberts were the first contractors, and Colonel Yates was first constructing engineer. Mr. Roberts was President of the Engineer Corps of the United States.

Mr. George W. Bedford, of North Adams, Mass., was the last contractor, and for some time manager.

Mr. Charles O. Foss, of Concord, N.H., came as Engineer-in-Chief, in 1883, and is still in that office. It is very largely owing to Mr. Foss's skilful engineering that the road has been pronounced by competent authority one of the best in Canada.

The handsome station buildings along the line were designed by Mr. Vincent Griffiths, of Brooklyn, New York.

The principal ticket agent from the commencement, still at his post, has been Mr. William W. Bent. The conductors are Hans Mosher and Maurice E. Fitzgerald. Mr. Joseph B. Russell was at one time a conductor. The locomotive engineers have been Messrs. Snyder, Griffin, Miller, Carter, Bent and Fisher. Frederick R. Carter and George Sterrett are now engineers. The successive paymasters have been Messrs. Parsons, Leech, and the present officer, Mr. Robert M. J. McGill. Mr. Robert H. Fraser, now of Toronto, was for some time Superintendent and Traffic Manager, and his brother, Thomas A. Fraser, was accountant. Mr. Freeman Cohoon is ticket and freight agent at Lunenburg, and Mr. Kenneth H. Spidel fills the same offices at Mahone Bay. Captain R. P. Trefry is freight agent at Bridgewater.

1888. August 21st.—Arrived at Bridgewater, schooner *Jane Ingram*, Balmer, from New York, with locomotive, steam shovel, and hard pine timber.

August 25th.—Schooner *Susan and Annie*, Pope, from Cow Bay, C.B., with coal, and schooner *Tay*, McIntyre, from St. John, N.B., with twenty-one flat cars.

In October, the iron steamship *Netherholme*, 278 feet long, James Ritchie, master, came to the railway wharf at Bridgewater with 1,500 tons of steel rails. On a pleasant evening in the same month, visitors from Lunenburg, and some of the residents of Bridgewater, had a flat car ride over the first rails laid, for about half a mile from the wharf. Hon. W. S. Fielding

was among the guests entertained by the railway officials at the hotel "Eureka."

1889. June 4th.—The steamship *Thorne Holme*, Holmes, Mayport, G.B., arrived in La Have River with 2,100 tons of steel rails.

June 24th.—Schooner *Alaska*, Mahaffey, arrived at Bridgewater from New York, with a locomotive and other articles for the railway.

The last rail was laid October 14th, 1889. The last spike was driven by Mrs. George W. Bedford. The first through train arrived at Middleton that evening. The writer purchased the first ticket issued, which he was allowed to retain.

In November, 1889, large quantities of lumber, ship timber, cordwood, shingles, and other articles, were brought over the road.

According to the official returns of the Provincial Engineer, for the year 1890, the Nova Scotia Central carried 53,705 passengers; handled 30,121,231 pounds of freight and live stock; and earned, from all sources, \$47,698.40.

This undertaking met from the first with very determined opposition in and outside of the Provincial Legislature, which increased as the time rolled on. Let anyone read the official debates, and acquaint himself with the actual results from the building of the road, and he will see how wholly without foundation were many of the statements made from time to time.

The road has proved of the greatest possible convenience to the travelling public. It has put the people of the Atlantic shore and those of the interior in close communication.

One can take breakfast in Lunenburg, Mahone Bay, or Bridgewater, and tea in Yarmouth on the same day, and be landed in Boston during the next forenoon. Residents of Chester can, by a good carriage road, take the train at Mahone Bay, and travel as above described. May the day soon come when the seventeen miles to the bay from Chester will be part of the route by rail.

By the aid of Balcom's Express, residents of Liverpool and

its vicinity can leave that town, say, at 4.30 a.m., and make connection with the train at Bridgewater, and reach Boston at the time above named. This is continually being done.

The run by rail from Lunenburg to Middleton reveals many beautiful bits of scenery, that along the La Have and Nictaux rivers being especially pretty. The road and the cars are justly praised, as they are of the best.

A writer in the press has said, referring to this railway, "Its stations would arrest an artist in search of a subject, and the cars are as nice as one could wish to travel in."

A fine country has been opened up, and great quantities of forest products are brought down, for use and shipment. This business must, from the abundance of the supplies, continue to increase.

The road forms part of the great railway system of the Provinces, and of the Continent.

In view of the facilities now enjoyed in the matter of travelling by railway and steamship, the state of things which existed in early days seems strange—the days of old-fashioned schooner packets, and of the bringing of the Halifax mails once a week, on a man's back, by a long and very circuitous route.

For want of steam communication, this county occupied for a long time a very isolated position. One instance may be given:

On January 3rd, 1788, H. Duncan, Esq., was appointed to His Majesty's Council, in the place of Mr. Creighton, Lunenburg, "who could not attend, in consequence of the distance he lived from Halifax."

On the opening of the Legislature at Halifax, in February, 1890, His Honor Lieutenant-Governor Daly thus referred to this railway:

"I notice with much satisfaction the opening of the Nova Scotia Central Railway, from Middleton to Lunenburg, an enterprise that cannot fail to be of great advantage to the important section of the Province which it serves."

The address of the Legislative Council, in reply, moved by Hon. George H. Murray, stated as follows:

“We are gratified to receive the information of the opening of the Nova Scotia Central Railway, from Middleton to Lunenburg, and we sincerely hope that this enterprise may prove of substantial advantage to the important section of the Province which it traverses.”

The reply adopted by the House of Assembly, on motion of William Roche, Esq., M.P.P., had a clause to the same effect. Mr. Roche in addressing the House, said :

“I have to thank His Honor, and congratulate the House on the success of the Nova Scotia Central Railway. That railway has been a bye-word and a subject of ridicule on many occasions on the part of orators in this House, who have described it as being the embodiment of ruin, misery, and decay. They never tired of depicting to us the dilapidated embankments, and the single wheelbarrow propelled by the single workman—(laughter)—but all that has passed away. (Applause.) The cars are running, passengers are being carried, and the company is well organized, and hopeful of the future. Any reproach which existed in connection with the road has now been wiped away, and we hope that it will be a credit to the Province and that it will contribute largely to the resources and comfort of its inhabitants.” (Applause.)

CHAPTER XLIX.

Visit of New England Journalists to the County in 1891.

IN August, 1891, a Press party came to western Nova Scotia. The following is taken from the account of the trip published in the *Tribune*, of Cambridge, Massachusetts:

"The party began its triumphal journey on the steamer *Yarmouth*, Captain Stanwood; and comprised Thomas F. Anderson, *Boston Globe*, and press agent of the Yarmouth Steamship Company, in charge of the excursion, and wife; W. F. Murray, *Boston Herald*, and wife; William H. Sanger, *Boston Journal*; J. H. Wilson, *Boston Traveller*; Daniel F. Gunn, *Boston News*; John B. Whoriskey, *Boston Times*; Daniel E. Ahern, *Boston Globe*; Robt. G. Anderson, *Boston Transcript*. Rev. Charles Parkhurst, D.D., *Zion's Herald*, and wife; F. Stanhope Hill, *Cambridge Tribune*, and wife; Robert J. Long and Frank Hendry, *British American Citizen*; George M. Whitaker, *New England Farmer*; J. O. Hayden, *Somerville Journal*; Miss Kittie B. Weston, *Malden Mirror*; J. C. Bridgman, *The Congregationalist*; Charles C. Baldwin, *Worcester Spy*; Fred. Green and wife, *Quincy Advertiser*; David B. Howland, *Springfield Republican*; Charles P. Anderson, *South Boston Inquirer*; M. J. Keating, *Halifax (N.S.) Chronicle*; Charles Otis, *Cape Cod Item*; W. J. Williams, *New York Journal of Commerce*; J. I. McAvoy, *Boston Herald*."

After describing the Province with its attractions for tourists, and paying a well-deserved meed of praise to that "indefatigable and public spirited gentleman, conspicuous among his countrymen, Hon. Loran E. Baker," and referring to the grand style of their reception, all along the route to, and in the capital city, the story of their visit to this county is thus narrated:

"It was a unique and happy send-off that the excursionists

received when they left hospitable Halifax at ten o'clock, Monday morning, on their way to the last two places on the itinerary—Lunenburg and Bridgewater. Both these enterprising towns had extended a cordial invitation to the American press representatives to visit them, and as the sequel showed, had manifested their interest in a very practical manner. Through the courtesy of President J. J. Rudolf, Directors Boak and Grant, and other officers of the Lunenburg and Halifax Steamship Company, the party were tendered a sail to Lunenburg, down the south-western Atlantic coast, in the fine new steamer *Lunenburg* on her first trip.

"Alderman Dennis accompanied the excursionists, and Director C. Grant looked after their interests on the part of the steamship company. A special committee from Lunenburg, consisting of Messrs. Thomas Howe, of the *Lunenburg Progress*, and W. A. Letson, of the *Lunenburg Argus*, who had very kindly come on to Halifax, to look after the welfare of the guests, also accompanied the party, and were exceedingly solicitous for their comfort and enjoyment.

"After a fairly smooth passage down the 'iron-bound coast,' the party arrived in Lunenburg. At this place, as at all others visited along the line of march, the citizens turned out in force to do honor to their guests. Half the town was at the wharf, and the splendid Lunenburg band discoursed patriotic American airs for the edification of all. Bunting was liberally displayed throughout the town, and the event was made the most of generally. On landing at the wharf, the party was formally met by Mayor S. Watson Oxner, and a special committee of citizens consisting of the following gentlemen: Citizens' Committee, Bridgewater—Hon. W. H. Owen, American Consul; Captain Thomas A. Wilson, R. A. Logan. Citizens' Committee, Lunenburg—J. F. Hall, A. R. Morash, J. W. Young, D. M. Owen, W. L. Romkey, and W. T. Lindsay. J. J. Rudolf, Esq., President of the Lunenburg and Halifax Steamship Company; F. B. Wade, Manager of the Nova Scotia Central Railway; Francis Davison, President of the Coastal Steam Packet Company; C. H. Davison, President of the Music Hall Company.

Press Committee—Thomas Howe, C. J. Cragg, J. L. Oxner, W. A. Letson. Mayor Oxner briefly addressed the visitors, extending them the hospitalities of the town, and Thomas F. Anderson replied on behalf of the newspaper people, stating that the fame of Lunenburg, for its beauty and thrift and its great industrial importance, had already become known in the United States. The party then took carriages and were driven through the town, viewing some of the points of interest *en route*, to Kaulbach's Head, a fine private park on the opposite side of the harbor. Here a very tempting 'lunch'—the newspaper men spelled that with quotation marks then—had been thoughtfully prepared for them. When the tables had been depleted, the American visitors and the people of Lunenburg were given vocal send-offs, by turns, and the company were driven back to the town, where only a few minutes could be spared for an inspection of the best residences and points of local interest that abounded on all hands.

"The people are industrious, progressive and law-abiding. Lunenburg, from the importance of its fishing business, is known as the 'Gloucester of Nova Scotia.' There are 308 vessels registered at this port, and thirty-five new ones were built last year. The direct exports in 1890 amounted to \$1,007,648, and the direct imports \$175,780, of which \$128,687 were from the United States. Lunenburg has \$627,055 worth of real estate, and a post-office and public building, new courthouse, two newspapers, two steam wood manufacturing mills, a county academy, two schools, six churches and an excellent fire service. Lunenburg was the first town in the Province to introduce the incandescent electric-lighting system. There is certainly an abundance of energy in its people.

"Everybody would have liked to stay a week in this interesting and romantic place, but the official itinerary was inexorable, and, somewhat late in the afternoon, a start was made for Bridgewater. Some of the party allowed themselves to be carried off by rail in charge of Manager F. B. Wade, of the Nova Scotia Central Railway, who placed his elegant steam yacht at their disposal, when they arrived at their destination.

for a cruise on the river. The majority, however, accepted the hospitality of President Francis Davison, one of the most genial and enterprising sons of Nova Scotia, and went on the steamer *Bridgewater*, of the Coastal Steam Packet Company, by way of the La Have River, known as the 'Rhine of Nova Scotia.' Before they departed, three hearty cheers were given for Mayor Oxner and 'the handsome women of Lunenburg,' and the pretty town was left with exceedingly pleasant memories of the brief and enjoyable visit. The steamer *Lunenburg* came along also, and both steamers, each of which had a band, were crowded with *Bridgewater* and *Lunenburg* excursionists, and among the well-known gentlemen in the party were Town Clerk W. S. Lindsay, James Eisenhauer, ex-Member of Parliament; Edward Davison, Esq., Judge M. B. DesBrisay, Judge Chesley, J. R. King, A. B. Caldwell, Councillor Hewitt, J. R. Nelson, and F. P. Payson. The La Have was reached in due season, and a view of the beauties of that picturesque stream was enjoyed. 'What a place for a summer hotel!' was the general exclamation as successive beauty spots were passed.

"When the wharf at *Bridgewater* was reached, Judge DesBrisay formally welcomed the visitors to the hospitalities of this pretty inland town. He said:

"We are very much pleased to welcome our distinguished visitors from the neighboring republic. How are they distinguished? Not, indeed, as victors returning from successful war to receive the plaudits of their countrymen. In the words of their own Sumner, the great senator, "Peace has trophies fairer and more perennial than any snatched from fields of blood," and it is in the promotion of the arts of peace that our friends are distinguished—distinguished as representatives of the newspaper press, that great educator of the great American people. The productions of that press are largely taken and read by the people of these Maritime Provinces.

"It is on occasions such as this that the flags of England and America are intertwined, emblematic of the loving embrace in which these two great nations should ever hold each other, and though in many things not seeing exactly alike, yet, in the

best interests of each other, with "hearts that beat as one." We belong to the same great English-speaking family of world-wide growth and renown, and no act should ever be done, and no word spoken that could lessen, in the smallest degree, mutual love and attachment.

"We live side by side, under the same heaven-arched roof, and are brothers and sisters in a very enlarged sense. Be it ours to keep ourselves as one, in everything that can help human culture and progress. Let all divisions between us be as far as possible removed, and let us ever march on, hand in hand, in truest fulfilment of our common destiny. The more we know each other, the greater will be our mutual esteem. The daily visits which are made to and fro by fast-running trains and steamboats, must secure an ever-increasing social intercourse, and in its effects be both lasting and good.

"We inherit the same great body of literature and law. We share in the greatest glories of the past, and we should so work together in the present as to give material aid in securing a bright and glorious future.

"As citizens of Bridgewater, a greater pleasure could hardly be afforded us than that we now enjoy, of extending to these our brothers, and to those of our sisters they have brought with them, our most sincere and heartfelt greeting.

"Of each and all our visitors let us ask, in the words of a familiar Scotch song, "Will ye no come back again?"

"This was responded to feelingly by President George M. Whitaker, of the Suburban Press Association.

"After tea the party attended an operatic performance in the beautiful new opera house, by courtesy of President C. H. Davison, and the directors of the Music Hall Company.

"Tuesday morning, the real beauties of Bridgewater were seen from the point of vantage of a carriage drive through the town.

"At nine o'clock the party, having accepted the hospitality of Manager Wade, of the Nova Scotia Central Railway, left on the last stage of their homeward journey for Middleton. The entire town council of Lunenburg, including those on the

reception committee, and Messrs. Joshua Hirtle, David Smith, and Charles Hewitt, and the reception committee of Bridgewater, were on board. The bright sunshine set forth the beauties along the line of this excellent road in glorious style, and the trip was as much enjoyed as anything that had preceded it. Middleton was reached about 12.30 o'clock, and the great trip was practically ended. Lunch was served here, and after a cordial send-off to Manager Wade, and the Bridgewater and Lunenburg gentlemen accompanying the party, the journalistic visitors departed for Yarmouth."

The article from which the above are extracts, was written by Thomas F. Anderson, Esq., a native of Halifax, and one of the editors engaged on the *Boston Globe*. He takes great pleasure in being attentive to visitors from the Provinces.

CHAPTER L.

Lighthouses—Rivers and Lakes—Heights of different places—Tables of distances with old routes of travel.

MARGARET'S BAY, on Green Island, Lunenburg County, Lat. $44^{\circ} 23' N.$, Long. $64^{\circ} 2' 45'' W.$, red and white catoptric light revolving alternately every one and a half minutes. Building white, square, wood, 28 feet high, with dwelling attached. Coast light.

HUBBARD'S COVE, on Green Point, west side of entrance, Lat. $44^{\circ} 37' 14'' N.$, Long. $64^{\circ} 3' 8'' W.$ Fixed red dioptric, 60 feet high. Building white, square, wood, with dwelling attached.

CHESTER, E., Ironbound Island, a little to the eastward of centre of island, in Mahone Bay, Lat. $44^{\circ} 26' 10'' N.$, Long. $64^{\circ} 4' 50'' W.$, fixed white dioptric light visible 16 miles, 150 feet high, white oblong tower on dwelling, 46 feet high, wood, lantern. Seen from all points of approach. The lantern alone is visible, building hidden by trees. A former lighthouse on this island was destroyed by fire (supposed from lightning), January 3rd, 1870. A new automatic whistling buoy has been placed (1895) off this island.

QUAKER ISLAND, on highest part of island, Lat. $44^{\circ} 30' 55''$, Long. $64^{\circ} 13' 50''$, fixed red light, visible 11 miles. Square tower, 35 feet high, with dwelling attached, painted white. To guide into Chester Basin.

HOBSON'S NOSE, Mahone Bay, Lat. $44^{\circ} 25' N.$, Long. $64^{\circ} 13' 46'' W.$, red fixed catoptric light, visible 11 miles, 68 feet high. Building white, square, wood, 29 feet high.

WESTHAVER'S ISLAND, Mahone Bay, Lat. $44^{\circ} 26' 12''$, Long. $64^{\circ} 20' 5''$, was destroyed by fire. A temporary light was displayed from a lantern hoisted on a pole on the site of lighthouse. Fixed white. A new lighthouse has been erected.

CROSS ISLAND, east point Lunenburg Bay, Lat. $44^{\circ} 18' 45''$ N., Long. $64^{\circ} 10' W.$, 2 white catoptric lights vertical, 35 feet apart. Upper intermittent revolving every minute, and visible 14 miles, 100 feet high; lower fixed, visible 6 miles, and 65 feet high. Building red, octagonal base, height 53 feet. Pilots resort here, and vessels may take refuge in case of necessity. Upper bright 45 seconds, dark 15 seconds. A fog trumpet has been erected here, sounding blasts of 20 seconds' duration every $1\frac{1}{2}$ minutes.

BATTERY POINT, Lunenburg, Lat. $44^{\circ} 21' 45''$ N., Long. $64^{\circ} 17' 30'' W.$, fixed red catoptric light, visible 8 miles, 50 feet high; white, square tower on dwelling, height $2\frac{1}{4}$ feet. This harbor is easy of access, buoys are placed in the bay and entrance to harbor on Ovens' Reef, Sculpin Rock, Haddock Shoal, Battery Point Shoal, and Head Shoal. In approaching the harbor from seaward, the buoy on Sculpin Rock, painted red and black, in horizontal stripes, may be left on either hand, giving it a berth of two cables' length. The other buoys are painted black, and must be left on the port hand going in.

LUNENBURG FAIRWAY AUTOMATIC WHISTLING BUOY, off western entrance to Lunenburg Bay. Red and black horizontal stripes. From the buoy Battery Point Light bears N.W. by N. $\frac{3}{4}$ N. $6\frac{1}{2}$ miles; Cross Island Light, N.E. $\frac{3}{4}$ E., 2 miles; West Ironbound Light, S.W. by W. $\frac{3}{4}$ W. $4\frac{7}{8}$ miles; and Rose Point N.W. $\frac{1}{2}$ W., $1\frac{1}{4}$ miles.

WEST IRONBOUND ISLAND, near Cape La Have, mouth of La Have River, Lat. $44^{\circ} 13' 45''$ N., Long. $64^{\circ} 16' 20'' W.$, white catoptric light, revolving every 30 seconds, visible 13 miles, 72 feet high. Building white, square, height 29 feet. Near edge of cliff 40 feet high.

LA HAVE BELL BUOY, painted red, off La Have River, in 22 fathoms water. Three miles S. by E. from Moser's Island Light, and $2\frac{1}{2}$ miles S.S.W. from Ironbound Light.

LA HAVE, on Fort Point, Lat. $44^{\circ} 17' 20''$ N., Long. $64^{\circ} 21' W.$, fixed red catoptric light, visible 8 miles, 48 feet high. Building white, square, wood, height 35 feet.

MOSHER'S ISLAND, on island, west side of entrance to La Have

River, Lat. $44^{\circ} 14' 15''$ N., Long. $64^{\circ} 18' 50''$ W., fixed red catoptric light, visible 8 miles, 55 feet high. Building white, square, height 26 feet. Hand fog-trumpet answers signals.

Vice-Admiral J. O. Hopkins, Commander-in-Chief of the North American and West Indian station, reported that when approaching Halifax from the southward on May 3rd, 1892, H.M.S. *Emerald* obtained soundings which tended to show that either La Have bank is to the eastward of its position on the chart, or that there is another bank similar in character just to the southward of Halifax; also that it has been ascertained, from soundings recently taken by several ships of the squadron, that—

(a) La Have bank is correctly placed on the admiralty charts.

(b) There is a bank with less than fifty fathoms on it, situated with its western edge in Lat. $43^{\circ} 16' N.$ to $43^{\circ} 21' N.$, Long. $62^{\circ} 55' W.$, not shown on the admiralty charts—possibly an extension of known banks extending west from Sable Island. This bank might be mistaken for La Have bank by a ship making for Halifax from the south in thick weather.

(c) The soundings between Sable Island and Long. $63 W.$ should be used with caution as a guide when approaching the coast of Nova Scotia.

WILLIAM SMITH,

Deputy Minister of Marine and Fisheries.

Department of Marine and Fisheries,

Ottawa, Canada, 9th December, 1892.

The Rivers in the county are East, Middle, Gold, Martin's, Mush-a-Mush, La Have, and Petite Riviere. Several of these are elsewhere referred to in this work.

There are 152 lakes, quite a number being of large size.

In the township of Chester, there are sixty-six, the largest of which are about half of Sherbrooke or Nine-Mile Lake, Wallabach, Lake Holden, Cannaght, Timber Lake, Rocky, Lake Dauphinee, Large Whitford Lake, Hollow Horne, and Fox Point Lake.

There are thirty-nine in the township of Lunenburg, of

which the largest are half of the lake first above named, Whale, Mush-a-Mush, Big Mush-a-Mush, Wentzel's, and Blysteiner's Lake.

In the township of New Dublin, there are forty-seven. Of these, the largest are Seven-Mile Lake, Shingle, Rhyno, Mali-geak, Menamkeak, Fancy Lake, and Oakhill, or Wile's Lake.

Heights of different places in the county, ascertained by survey of Captain Shortland, R.N., in 1862, 1863 and 1864 :

	Feet.		Feet.
Aspotogon Mountain.....	450	Cape La Have Island	150
La Have Hills.....	467	Hollybuckle (on road to Heck-	
Deep Cove Mountain	400	man's Island)	150
Slayter's Hill (near West La		Ovens' Peninsula.....	150
Have Ferry)	343	Romkey's Head.....	138
Beech Hill (near Chester)	240	Block-house Hill	135
Hirtle's Hill (back of Oakland). 230		Mosher's Island	135
Cossman's Hill	200	Big Tancook Island	115
Oxner's Head	193	La Have Ironbound Island	108

From each of the above points, very extensive and beautiful views are enjoyed. The town of Lunenburg is plainly in sight, on a clear day, from Slayter's Hill, back of West La Have Ferry.

TABLE OF DISTANCES.

	Miles.
Halifax county line, Hubbard's Cove to Frail's, Eastern River	6
Eastern River to Chester	6
Chester to Basin	5
Basin to Gold River	1
Gold River to Martin's River, or Chester township line, west	7
Martin's River to Mahone Bay	3
Off Telegraph line { Mahone Bay to Block-house	2
{ Block-house to Bridgewater, new road	7
Mahone Bay to Lunenburg	7
Lunenburg to Bridgewater.....	12
Bridgewater to county line, on road to Liverpool	13½
Thence to Liverpool	13½
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Chester to county line on road to Windsor.....	16
Thence to Windsor	18
Chester to New Ross Church.....	20

	Miles.
New Ross Church to county line, on Horton road	8½
Thence to Kentville	18
New Ross Church to county line on New Windsor road	9½
Thence to Windsor	18
New Ross Church to county line on Annapolis road	12
Thence to Bridgetown	40
Chester to Blandford, by water	8
" " " by land	14
" " Big Tancook	7
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Mahone Bay to New Germany	18
New Germany to county line, on Annapolis road	10
Thence to Springfield, County of Annapolis	3
Mahone Bay to Maitland	5
" " New Cornwall	9
New Cornwall to Newbern	8
Newbern to Foster Settlement	2
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Lunenburg to Ovens, by water	4
" " " by land	12
" " Heckman's Island	6
" " " " whole distance by water	3
" " Blue Rocks	5
" " Cross Island	8
" " Five Houses, mouth La Have River	11
" " La Have Ferry	7
Ferry to West side river	1
West side river to Petite Riviere, via old post-road	7
Petite Riviere to Broad Cove	4
Broad Cove to Vogler's Cove	3
Vogler's Cove to county line, East Port Medway	3
Lunenburg to North-West	2
North-West to Block-house	5
Block-house to New Cornwall	7
New Cornwall to Foster Settlement	10
Foster Settlement to Annapolis road, near county line	4½
Bridgewater to Northfield	10
Northfield to New Germany	7
New Germany to Stoddart's, Finger Board, Annapolis road	16
Bridgewater to New Canada	12
" " Branch (Lower)	7
" " " (Upper)	7

	Miles.
Upper Branch to Ohio Corner, W. Vienot's.....	9
Ohio Corner to New Germany	7
" " Pleasant River road	4½
Bridgewater to Queen's county line, on Pleasant River road	16
" " Waterloo	12
" " Chelsea	12
" " Lapland	12
" " Campertown	10
" " Conquerall Church	9
" " New Italy	10
" " Crouse Town.....	13
" " Conquerall Bank	4
Conquerall Bank to La Have Ferry	5
Ferry to Mount Pleasant	3
Mount Pleasant to Petite Riviere, <i>via</i> old post-road.....	4
Ferry to Fort Point, mouth La Have River	3
Fort Point to Lower Dublin Church	2
Lower Dublin Church to Western Dublin	3
Western Dublin to Petite Riviere.....	3
" " La Have Islands	4

The route of travel for His Majesty's mail from Halifax to Lunenburg, in 1828, was :

To Mill Inn	8¼ miles.
Johnson's, Hammond's Plains	4½ "
McLean's, St. Margaret's Bay	17¼ "
Crandall's, Head of Chester Basin	16 "
Lovett's, Chester	6 "
Zwicker's, Head of Mahone Bay	15 "
Berringer's, Lunenburg	6 "
Whole distance	73 "

When the mails were conveyed from Lunenburg, across the La Have Ferry, to Liverpool, the distances were thus given:

Miller's Ferry, La Have River	7 miles.
Manning's	7 "
Conrad's Ferry, Port Medway	7 "
Mack's Inn, Mill Village	6 "
Ball's Inn, Herring Cove	8 "
McLean's, Liverpool	2 "
Whole distance	37 "

The following are some of the longest distances across the county:

From Vogler's Cove, nearly due north and south, to Gold River Lake, forty-eight and a half miles.

From White Point, south of Bayswater, east and west, to the point of intersection of the Annapolis and Queen's county lines, forty-seven miles.

From division line between Lunenburg and Queen's, at Malega Lake, north-east, through Long Lake, to division line between Lunenburg and Hants, thirty-nine miles.

From Gaff Point, near the entrance to La Have River, north-west, in a straight line, and by the river, through New Germany, to the Annapolis county line, thirty-eight and a half miles.

NOVA SCOTIA CENTRAL RAILWAY

Connects at Middleton with trains of the Dominion Atlantic Railway, and at Bridgewater with coach for Liverpool. Has stations at:

	Miles.		Miles.
Lunenburg .....	..	Springfield	45
Mahone Bay	7	Dalhousie	52
Block-house	9	Albany.....	62
Bridgewater	18	Alpena.....	64
Northfield	25	Cleveland	68
Riversdale	29	Nictaux	70
New Germany	34	Middleton	74
Cherryfield	41		

CHAPTER LI.

Miscellanea.

1762.

DURING this year the Government supported a school-master at Lunenburg.

1764.

The Council's Committee on the affairs of the Acadian French proposed to give lands to, and settle fifteen families at Lunenburg.

1767.

July 1st.—An order was passed in Council, that a road should be made from Lunenburg towards Halifax.

1780.

People at La Have "captured a brig without the aid of ammunition."

1781.

April.—"Armed schooner *Buckram* arrived at Halifax from Lunenburg with a small rebel schooner, captured on the way."

1783.

In March the schooner *Betsy*, Freeman, master, was taken by the American privateer *Resolution*, Captain Morgan, and put under ransom of £70. Freeman was taken ashore at La Have, and borrowed the money.

1794.

May.—A *Nisi Prius* Court was established in Lunenburg, by temporary Act of the Legislature.

1798.

November 27th.—“Salutes were fired, and the town of Lunenburg was illuminated, in honor of Nelson’s great victory at the Nile, on the 1st of August.”

1804.

Four persons reported as having been saved from shipwreck in a Lunenburg schooner, at Sable Island.

1810.

February.—Twenty-two Justices of the Peace, including Rev. Thomas Shreve, were appointed for the County of Lunenburg. D. C. Jessen, Custos.

1813.

January 16th.—Arrived in Halifax the captain and crew of the schooner *Mary Ann*, of Lunenburg, from St. Lucia, taken by the *Black Joke*.

January 25th.—“At the market wharf, Halifax, five soldiers attacked and badly wounded with their bayonets Frederick and Henry Publicover, Cornelius Uhlmann, and George Teal, belonging to Lunenburg vessels. One of the Publicovers died. Three of the soldiers were arrested and committed for trial. One of them, Richard Hart, a private of the 8th Regiment, was convicted of the murder of Publicover, but received a pardon, and was said to have been afterwards killed at Castine.”

1815.

The sum of £268. 10. 8 was subscribed at Lunenburg, for the funds in aid of the families of those who were slain at Waterloo.

1817.

May 22nd.—The shock of an earthquake was felt at Lunenburg. At the same time houses were shaken, and furniture moved at Digby. Shocks were also felt at Granville, Annapolis, and Wilmot.

1818.

Petitions were presented in the House of Assembly, asking that paper money might be issued as a loan to individuals, to lessen the distress that existed.

Mr. Lawson was against granting the prayer of the petitions, and compared the farmers in the west with the industrious people of Lunenburg.

It was a Lunenburg county coaster, who, it was said, pasted a stick of firewood all over with the small notes of one issuer, carried it on his shoulder like a gun to the merchant who had signed the notes, and demanded of him payment of the amount in metallic currency.

There has always been through the county a marked fondness for this kind of currency, especially in gold, and many have preferred to keep a lot of it in their own banks at home. It is related of one old resident in New Dublin township, that he had £500 in sovereigns, which he kept in a canvas bag. On one of his departures for Halifax, he buried it deep down in the straw sack of his bed. In the morning of the day on which he returned, his wife had the sack emptied into the pig-sty. He told her towards dawn of the next day that the bed did not feel the same as usual, and it is said that when she informed him of the change she had made, "he was in a panic," and dressing himself, went quickly to the sty, where, to his great joy, he found his missing treasure.

1819.

Major Smith, 62nd Regiment, appointed Inspecting Field Officer for Lunenburg, and three other counties.

A London-built fire-engine was imported.

1820.

An Act was passed to establish a public market in the town of Lunenburg.

A volunteer fire company formed at Lunenburg—Casper Oxner, Captain, succeeded by George Anderson, Lewis Anderson, John Dauphinee, Michael Anderson and Henry Dauphinee.

1821.

April 4th.—Warrant issued at Halifax to establish Unity Lodge of Freemasons, at Lunenburg.

Subsequently installed, and invested: John Creighton, Worshipful Master: Michael Rudolf, Senior Warden: Joseph Falt, Junior Warden.

1826.

Fifty pounds voted to aid inhabitants of New Dublin, in opening a road from Conquerall Settlement, to Pleasant River road, passing Hebb's mill.

1827.

In November, the small-pox which raged at Halifax, visited Lunenburg.

1828.

Barristers and attorneys residing at Lunenburg: John Creighton, George T. Solomon, Charles W. H. Harris, Charles B. Owen, and Charles Bolman, Esqs.

Chester—William Greaves, Esq.

The county militia numbered 72 officers and 1,478 men.

1838.

January 30th.—Public meeting in court-house, Lunenburg, relative to trouble in public affairs of Upper and Lower Canada. Resolutions of regret for necessary departure of troops from Halifax, and of willingness to aid funds for relief of their wives and children. Address to Lieutenant-Governor Sir Colin Campbell, K.C.B., drawn up.

April 19th.—“Lunenburg Crown Fire Company” organized. President, Geo. T. Solomon, Esq.; Vice-President, Chas. J. Rudolf, Esq.; Secretary-Treasurer, Daniel Owen, Esq.

1842.

Lunenburg, June 3rd.—“On this day the steamer *Gotha*, belonging to St. John, N.B., arrived here. Being the first steamboat that ever came to this port, we subscribed £62, with

the rest of the ports, for her to ply between the outports and Halifax, calling here from the westward on Fridays, thence to Halifax, returning next day to Lunenburg."

1853.

Public meetings held in March, at Lunenburg, Bridgewater, and Chester, by M. B. DesBrisay, as Secretary to First Provincial Industrial Exhibition—Halifax, 1854.

1855.

May 28th.—James McKean, of East La Have Ferry, was drowned in La Have River. While taking hides ashore from a vessel, his boat sank. His son, James McKean, Esq., now living at West La Have Ferry, then ten years old, was in the boat, and after struggling in the water for some time, was saved by John Corkum, who came in his boat to the place of the disaster.

July 11th.—Edward Solomon, William Metzler, and John Pernette arrived from Australia, after three years' absence.

September.—From September, 1854, to date, "may truly be called a year of famine." "Flour fifty to sixty shillings a barrel, and everything else in proportion. Purchased a barrel of flour out of a Boston vessel for 47s. 6d., lowest about Lunenburg since last year."

1856.

June 18th.—Man of war brig *Arab*, on a surveying cruise, put into Lunenburg and ran on Haddock Rock reef. Had to land powder and ball, and throw overboard six guns to get her off. Recovered them, and sailed June 21st.

September 4th.—Regatta held at Chester—first one attempted in the county. Large party from Lunenburg went over in packet *Sylvia*, fitted up for the purpose.

1857.

Sunday, July 12th.—Two boys (twins) named Williams, aged eighteen years, went to bathe in La Have River, about six miles above Bridgewater; both drowned.

1858.

September 2nd.—A regatta was held at Lunenburg; attended by a great crowd of visitors.

30th.—“Comet visible for the last fortnight. This evening, about seven o'clock, it was most brilliant—its whole appearance was awfully grand.”

1859.

September 14th.—A great gale at Lunenburg—like a tornado. Lasted ten minutes. Fences blown down, fruit and ornamental trees torn up, daguerreotype saloon upset and broken to pieces.

1860.

May 26th.—Arrived at Lunenburg, after an absence of fifteen years, Godfrey, son of the late John Rudolf, master of ship sailing from Liverpool, England.

August 18th.—The *Great Eastern* passed Lunenburg, between 1 and 2 p.m., bound for Halifax.

August 30th.—Steamer *Neptune* arrived at Lunenburg from Halifax, with about one hundred passengers; took in thirty more, and went on to Bridgewater, and left Lunenburg for the capital the same evening.

1861.

February 12th.—Died, at Lunenburg, aged 75, Robert Bremner, the oldest ship-master in the port. Travelled the seas for over fifty years.

1862.

September 14th.—Gypsies arrived at Lunenburg (it was said for the first time), and pitched their tents in Mr. N. Kaulbach's pasture.

1863.

March 18th.—A daughter of Mrs. Francis Heckman, widow, of Heckman's Island, aged about twenty, was crossing the ice on her way home from Lunenburg, and breaking through, was drowned. Her cries were heard from the island, but too late to save her.

March 31st.—Lecture on "Intellectual Improvement," delivered by M. B. DesBrisay, in the Temperance Hall, Lunenburg, in aid of the volunteer band.

1864.

March 16th.—An unknown man was found dead, inside of a fence, on the road from Lunenburg to Mahone Bay. He had evidently been very poor. The body was decently interred.

1865.

April 2nd.—Militia ordered out for drill at Lunenburg, in consequence of Fenian excitement, and received their rifles. A certain number drafted from each battalion, and ordered to be in readiness. About one thousand men were present.

November 15th.—Casper Young, wheelwright, living near Lunenburg, while going downstairs with a baby in his arms, fell to the bottom, his foot having slipped. His head was badly bruised, and he only lived a few minutes. The child was not injured.

December 2nd.—Mrs. Levi Falkenham, of La Have, was drowned in a well near the house. It was supposed that while drawing water she overbalanced herself and fell in.

1866.

March.—Great excitement in Bridgewater. Telegram from Yarmouth that town was attacked by Fenian gunboats. Adjutant Andrews, on his charger, moved about in post haste, ordering militia officers to headquarters. Colonel Harley had notice sent to militiamen in the interior, to be in readiness, and called out those at hand. Signals were arranged for to be shown from hill to hill, and at the entrance to the river. The report proved to be false.

August 3rd.—Terrific gale from south at Lunenburg. Houses trembled, fences and windows broken up, trees uprooted, and many gardens seriously damaged.

October 1st.—Great snow-storm. A wild winter day. Passengers by coach, from Bridgewater to Halifax, suffered from

severity of the weather. One of them, Zenas Waterman, Esq., contracted a heavy cold, which, it is believed, caused his death.

1868.

Acacia Lodge of Freemasons, Bridgewater, established and chartered.

June 26th.—Many sheep had been killed owned by persons on La Have road, three of whom went out to watch their flocks. Jacob Demone became separated from the rest. They, observing a dark object, fired, and Demone's scream was heard. Both charges of buckshot had lodged in his body. He lived six hours and said it was his own fault, and that the others were not to blame.

July 7th.—Arrived at Lunenburg, Fishwick & Co.'s steamer *M. A. Starr*, to run between Halifax and Yarmouth, touching at intermediate ports. Wharf crowded to welcome the stranger.

1869.

October 5th.—The storm and high tide predicted by Captain Saxby occurred at this date. Much damage was done along the Bay of Fundy shore, but on this Atlantic coast, there was comparatively slight loss of property.

The late Adolphus Gaetz, Esq., from whose journal some of these items are taken, kept an account of earthquake shocks which were sensibly felt in Lunenburg, and which occurred almost at the same time in two successive years.

Friday, October 22nd, 1869.—“About ten minutes before six this morning, an earthquake shock was very sensibly felt by most of the persons of this town. Scarcely a house but rolled like a ship on the ocean—the whole of my house cracked and creaked as though it was tumbling to pieces. The pictures swung on the walls. The church bell tolled once or twice from the shaking of the tower. A bedstead on castors in one house rolled two feet away from the wall, against which it had been placed.”

Thursday, October 20th, 1870.—“At noon an earthquake was experienced, which was considerably felt through the greater

part of this town. In my house the family rocked on their chairs. The girl in the kitchen, hearing a rumbling noise, looked out of the door, but seeing nothing she became quite alarmed. In the Academy near my dwelling, the walls were cracked in several places."

1870.

Sunday, September 4th.—Great gale. Trees rooted out in all directions. Frame of new school-house Mahone Bay, and frame of new rectory, Bridgewater, blown down. Other buildings levelled all along the shore; fishing boats, and small vessels destroyed. Four lives lost from schooner *Onward*, wrecked near Chester. Storm more severe than any known for many years."

1871.

"At sunset, on Sunday, June 4th, a violent squall of wind was felt at Lunenburg, followed by thunder and lightning. Next morning rain fell, leaving a thick scum, which some surmised was sulphur. Intelligence came from St. John, N.B., that on Sunday evening there had been a shower of sulphur, and another on the Tuesday following, and it was reported that many persons were alarmed. Passengers by steamer from Boston to St. John, saw the water in many places covered with a thick coat of sulphur."

Thursday, October 12th.—"Forenoon at Lunenburg cloudy and calm. About three o'clock p.m., the wind commenced blowing from the eastward, steadily increasing until 6 p.m., when it drew more to the southward, and blew a perfect hurricane, with storm of rain, and more destructive than any experienced for many years. An unusually high tide covered most of the wharves, and much damage was done to wharf property and shipping. All the wharves but one were literally torn to pieces, the logs and planks drifted in all directions, and most of them were lost. Vessels in the harbor were driven up on dry land, boats were broken up, fish stores demolished, and the greater part of the fish carried away."

While Captain William Young was passing along the shore

to try and save his vessel the schooner *Busy*, the tide came in so fast that he jumped into a sugar cask to save himself, and was carried up to M. Anderson's shop on Montague street, while the vessel was lodged on the top of Jost's wharf close to the store there.

"Fences and barns were blown down, houses unroofed, and shingles sent in all quarters. Bricks were blown from chimneys, windows broken in, heavy trees uprooted, and a vast deal of other damage was done. During the height of the gale, seven chimneys took fire, causing great consternation. About seven o'clock the wind began to moderate, and by midnight all was again calm."

Finck's (formerly Ross's) wharf was swept away upwards of sixty feet from the centre. Jost's had only a small piece left at the head. Zwicker's wharf was totally destroyed. Eisenhauer's was a total wreck, and two hundred barrels of fish were washed off.

The tide rose so high that the bridge at Ritcey's Cove was covered, and children returning from school had to remain on the south side of the cove.

1876.

A fire company was organized at Lunenburg.

1877.

Charity Lodge, Freemasons, Mahone Bay, chartered.

1878.

Captain Henrik Henrickson, of the Norwegian barque *Yemer*, reported that on board that vessel, at Bridgewater, on Sunday, June 30th, the thermometer was 110 in the shade: 108 in the shade was shown at Bridgewater two days before. Intense heat was felt at Lunenburg on June 29th and 30th.

1879.

"The County Incorporation Act," passed by the Provincial Legislature. By it the inhabitants of each county, or of

each Sessional District, were formed into a body corporate to manage certain local affairs. Election of councillors made annual. By Act of 1880, made biennial, and by Act of 1892, triennial. These bodies corporate superseded the General Sessions of the Peace.

FINDING OF BURIED TREASURE.

William Moser, who lives at Feltzen South, near Lunenburg, being about to repair the sills of his barn, and put in a new threshing floor, told his boy to remove the soil. In doing so, he found an old Spanish dollar, and soon after a second one. Mr. Moser searched, and found about twenty-two more. The next morning eighty-five were discovered, and an additional number were subsequently obtained. There was one American dollar among them. Mr. Moser sold coins to different persons in Lunenburg. It was said that he refused an offer of \$500 and a new barn for the ground occupied by the old one. The barn was built by his father and grandfather over fifty years before the find. They cut down the trees from the site on the side of a hill, distant about 150 yards from the shore.

Mr. Moser thought that the money had been deposited by privateersmen before the barn was built. He often heard his father, who died in 1875, at the age of eighty-four, say that they used to come close in and frighten the people, and that sometimes, quarrelling among themselves, they tried to rob each other, and would hide their money on shore. Some of the coins were of the reigns of Charles III., 1773, and Ferdinand VI.

In July, heavy frosts were reported in different parts of the Province. On Saturday, the 5th, and the next night, there were severe frosts in Bridgewater. On Hebb's meadow the grass and cranberry vines were frozen. Potatoes, cucumbers, beans, and other vegetables, with leaves of maple trees, were also injured.

Mr. William Kedy, Liverpool road, lost a steer, the bones of which were found by his son and another lad. They captured a litter of seven young foxes, two of them silver grey, and one black. These, they thought, would make up for the loss of the steer.

A swarm of bees had escaped from the hives of the Rev. Mr. Cossmann, near Lunenburg, and taken up their abode in a hollow tree. After a while the tree was discovered, and cut down in the winter time. The hollow trunk stood near his house, containing a large quantity of honey.

Marine Hospital, Lunenburg, completed, and occupies a very beautiful site, in full view of the harbor. The building is most suitably arranged, and the sick mariner is well provided for.

1880.

July 29th.—Mr. Isaiah Baker, of Pleasant River road, his wife, daughter and nephew, were getting in hay. A heavy thunder-shower coming on, they sought refuge under a large tree. Mrs. Baker was leaning against it and was instantly killed by the lightning which struck it. The others were paralyzed for a time. Mr. Baker became speechless, and could only point out to parties who met him crawling towards home, where the others were.

1881.

In the summer a steam fire-engine for Bridgewater, weighing 4,700 pounds, arrived from Brussels, Ontario, in charge of Mr. J. D. Ronald, manager at the manufactory. It was well tested, and found satisfactory. A supper was given at the hotel "Eureka," by the fire company, with Mr. Ronald as chief guest.

1882.

February.—Several heavy snow-storms up to, and including Sunday, the 5th. Heavy gale. Churches closed all day. Snow at intervals until 10th. Then snow with heavy drifting. All shovelled places refilled, fences buried, and roads impassable. Mail left Chester, 11th, at 11 a.m., reached Bridgewater next day at noon. Seven hours thence to Mill Village. Mail left latter place at 4 p.m., arrived at Hebb's Cross 9 p.m. Thence to Bridgewater in five hours. February 26th, no mail from Halifax for four days and a half.

August 15th.—Thirteen telegraph poles torn from top to ground by lightning at Hebb's Cross.

December 31st.—Sharp shock of earthquake felt throughout the county. Commenced with heavy, rumbling noise, like distant thunder. Time at Lunenburg, fifteen minutes to ten p.m. Houses rocked there, in some cases so as to shake articles from mantel-pieces. Felt sensibly at Halifax, Truro, Annapolis and other places.

1884.

February 28th.—There was an unusually high tide at Lunenburg. None such known for years. Two stores for fish-curing floated from foundations—one one hundred feet away. Much damage at Blue and Black Rocks.

The schooner *D. A. Mader*, Captain J. Alexander Mader, on arrival at Mahone Bay, reported that on August 14th, she was boarded in Lat. $44^{\circ} 47'$, Long. $52^{\circ} 57'$ by the dory *D. A. Dipper*, Captain Slayno, twenty-five days out from New York, to Great Britain. The captain was on board the *D. A. Mader* an hour or two, and said he was well and had a good time thus far. Wished to be reported, and gave Captain Mader letters, which he posted at the Bay.

November 12th.—Mr. Augustus Wile, of Bridgewater, the other day laid on the table of the Lunenburg county *Times*, a strawberry stalk picked in his garden, which was prettily capped by four large berries, one of which girted in the vicinity of two inches, with two blossoms and a bud just about bursting into bloom.

1884-5.—“The year without winter. A little snow now and again. Mud over the boots. Flowers bloomed in the open air. In January, loud thunder and vivid lightning.”

1885.

A steam fire-engine for Lunenburg was procured from Brussels, Ontario.

Volunteers were called for, and twenty-six offered and were accepted.

In March, Lewis Knaut, Esq., of Mahone Bay, visited the *Morning Chronicle* office, Halifax, and without difficulty set up a paragraph, which appeared in next day's paper. Mr. Knaut had helped as a young typo to set up the first copy of the *Chronicle*. He had not been in a composing-room during the intervening forty years.

1887.

September.—James E. Dowling, Esq., attacked by a bald-headed eagle while walking to Ritcey's Cove, succeeded in killing the bird, which measured eight feet from tip to tip.

September 15th, 8.40 p.m. local time.—A magnificent meteor passed over western Nova Scotia. Its smaller diameter was estimated at over 1,300 yards, and its greater diameter one-third more, making it over 1,700 yards. The following report from Bridgewater was published :

"BRIDGEWATER, September 16th.—Quite an excitement prevailed here last evening for a few minutes over a magnificent meteoric display in the western heavens, which happened about nine o'clock. When first seen it appeared to be a large falling star, but before it reached the earth it burst into little stars of exceeding brilliancy, which illuminated the heavens in truly grand style. A hissing sort of noise was plainly heard here during its fall."

1888.

In August, Mrs. Chandler Crane, of Dartmouth, held an Art Exhibition in the Temperance Hall, Bridgewater, to display the work of her pupils in oil painting. The room was well filled with specimens, and many of the pictures were much admired. Mrs. Crane furnished in the evening a bountiful supply of refreshments for pupils and friends.

Married.—August 9th, at the residence of the bride's parents, by Rev. Geo. M. Scheidy, Mr. Dow Chisholm, of Moncton, Westmoreland county, New Brunswick, and Miss Emma Letitia Walter, of Middle La Have, Lunenburg county, Nova Scotia, both graduates of the Deaf and Dumb Institute at Halifax, N.S.

September 25th.—Mr. Emmanuel Hebb, President of the Bridgewater Agricultural Society, entertained the officers and members with their friends at his farm, where he treated them to an unlimited supply of green corn, which was boiled in immense pots outside. Other creature comforts were provided by the host and his good wife. The Bridgewater band furnished fine music, and a most enjoyable afternoon was spent.

February.—Ex-Councillor Mason skated from Tancook to the back harbor at Lunenburg.

It having been decided to establish a Home for the Poor on the large tract of land at Summerside, generously given for the purpose by E. D. Davison & Sons, a suitable building was erected in 1888. It commands a fine view of the La Have River, and of the main road on each side.

Those whom poverty obliges to become inmates of this institution, are not shut out from sights and sounds which can add to the comfort of their declining years, nor from the personal visits and kind attention of the charitably disposed.

1889.

February 20th, 21st, 22nd.—Weather very fine. Carpenters engaged at outside work.

February 25th.—Mrs. Charles Hall, Bridgewater, had full-blown mayflowers.

February 27th, 28th.—Very mild and spring-like.

Died this month in the County Poor House, about ninety-eight years old, Andrew Taylor, said to have been born in the Poor House, Halifax.

March 1st, 2nd, 3rd, 4th.—Very warm and bright. La Have River open above bridge to mill-dam, and below shipyard.

March 6th.—Last of ice went out of river. Fine all through the month with few exceptions.

At the end of May, Rev. E. Kennedy, Bridgewater, had potatoes in blossom, and on June 16th, John Rafuse, of same town, had new potatoes for dinner. Full-grown grass was mowed by Robert West, G. H. Burkett, and others, on the 18th and 19th, and much hay was stored before the end of the month. Ripe strawberries were sold on the 1st of June.

August.—In the annual races of the Nova Scotia Yacht Squadron at Halifax, the Marquis of Lorne Cup, won by the *Eeme*, of Lunenburg, in 1888, was again taken by the same craft, owned by the brothers John Joseph and Andrew Henry Rudolf, by the former of whom she was sailed in the contest. They now own the cup.

Died.—Tuesday, August 3rd, at Appiparoo, Rio Demerara, Christian Burns, a native of Lunenburg, N.S., the inventor of Burns' goldwasher and saver, aged sixty-three years. The deceased was at one time purser of the *M. A. Starr*.

September 10th.—Excursion to Liverpool by *Bridgewater*, Captain Joshua Oakes.

October 24th. — Henry Schupe (17) out for partridges, Second Peninsula, killed two racoons. He was attacked by a third, and screamed for help, which his brother almost immediately gave him by shooting the animal. The three weighed 147 pounds.

In this year the new fire-engine house in Lunenburg was completed. Besides the room for the engine and appliances, it has a handsome parlor and other convenient rooms, the floor of one being of polished ash. The whole establishment reflects the highest credit on the Lunenburg firemen, and all who aided them in the work.

September.—Mr. Edward Bailley, of Lunenburg, shod to date for Messrs. Cantelope, of North-West, the same horse for twenty-three years, and used 736 shoes and 5,888 nails.

October 7th, 8th, 9th.—The sixth Sunday School Convention of Nova Scotia was held in the Presbyterian Church at Bridgewater. This large building was crowded at all the meetings, and the greatest interest was manifested in the work for which the convention was assembled. Addresses were delivered by many clergymen and laymen. Those of William Reynolds, Esq., of Peoria, U.S., were especially interesting and instructive.

December 27th.—Very heavy gale at Lunenburg. Drift ice in and around the wharves lessened the damage. A brigantine and several schooners injured, several boats smashed, fish flakes, and part of the breastwork along the shore of the "Head" were washed away.

1891.

November.—Mayflowers picked in different parts of the county—some on the road from Lunenburg to La Have Ferry.

1892.

The Bridgewater Relief Committee, R. Dawson, jun., Treasurer, sent amount contributed there, and in adjacent settlements, \$1,714.74, for the sufferers by the great fire at St. John's Newfoundland. Lieutenant-Governor Daly, in a telegram to W. M. Duff, Esq., said: "Bridgewater has done nobly."

1893.

February 8th.—Edward Lohnes crossed the La Have on the ice from Conquerall Bank, and continuing on the post-road, skated the whole distance to Lunenburg, about eight and a half miles, in an hour and three-quarters.

Sunday, March 26th.—William H. Card, an aged and worthy inhabitant of Bridgewater, fell dead while returning from evening service at the Methodist church. He was picked up by Mr. Abner Wile, near the residence of the latter.

Sunday, April 30th.—The seventy-fourth anniversary of the establishment in America of the Independent Order of Odd-fellows was celebrated at Bridgewater, by County Lodges—"Rising Sun," No. 59, of Lunenburg, and "La Have," No. 60, of Bridgewater. Headed by the Bridgewater band, discoursing sacred music, they proceeded to Holy Trinity Church, where a sermon was preached by Rev. Henry How, B.A., Rector of Annapolis, and a Brother of the Order, from 1 Samuel xv. 6. The fatherhood of God and the brotherhood of man were dwelt upon; the duty of brotherly kindness was eloquently enforced, and striking examples were given in the conduct of members of the Society of Oddfellows. A collection in aid of the funds of the Sunday-school realized over \$17.

On the 2nd of June, Captain Adam Knickle, of the schooner *Westeria*, spoke the *Viking*, from Christiana, Norway, bound to Chicago for the World's Fair, thirty-nine days out.

June 21st.—Nova Scotia's natal day. The steamer *Bridgewater*, Captain Oakes, brought from Halifax to Bridgewater

240 persons, who were delighted with the trip, especially with the La Have River.

July 5th and 6th.—The twenty-fifth annual meeting of the Medical Society of Nova Scotia was held in the Music Hall, Bridgewater. The local committee were C. A. Foster, M.D., H. A. March, M.D., and W. E. Jenkins, M.D. Among the papers read, was one by Dr. Foster, on "Cancer of Stomach," founded on a case treated by himself, with production of the cancerous growth.

5th.—Sailed from Lunenburg, schooner *Zeta*, Captain Howard Hebb, for Halifax, where Dr. Cook, of New York, and R. D. Perry, of Braintree, Mass., embarked, joined afterwards at Baddeck, C.B., by Professor Hoppin and A. H. Sutherland, on a trip to Greenland. The voyage was resumed on the 12th. A very interesting account of it was published in the *Lunenburg Progress* of October 11th, 1893. On July 26th they sighted Fredericksal, Greenland. Here they made a short call, and proceeded to Holstenburg, in Lat. 66°—just on the Arctic Circle. Its longest day is two months. The Governor came off to the schooner and served Captain Hebb with a copy of trade regulations, issued at Copenhagen, and remained on board for a while. Next day, Captain Hebb and his associates were guests at a Governor's ball. Music on two violins; one played by a *Zeta* seaman and one by a native. On leaving port salutes were exchanged between the *Zeta* and the quarters of the Governor. The homeward trip commenced August 18th, during which other places in Greenland were visited. They also called at Riggolet, Labrador, fifty miles up Hamilton Inlet. The *Zeta* arrived at Lunenburg on the 7th of October, after a very enjoyable trip. Dr. Cook's account, from a scientific standpoint, was subsequently published.

August 7th.—Miss Lillian M. Phelps, of St. Catharines, Ont., a fluent and forcible speaker, lectured in Lunenburg on "Prohibition and Woman's Ballot." She also lectured at Bridgewater.

20th.—Great gale at Lunenburg. Much damage done to wharves, vessels, and boats.

September 14th.—Grounds of Bridgewater Athletic Club, near the exhibition building, opened. Much money had been

spent and great improvements made. Music was furnished. Refreshments were sold, and games and sports indulged in.

October 11th.—“A large chestnut tree in the garden of Daniel Owen, Esq., of Lunenburg, is at present covered with blossoms.”

December.—A son of Mr. Levi Hebb, Liverpool road, near Bridgewater, picked a ripe wild strawberry.

30th.—Sylvester and James Fiendel, aged respectively fourteen and twelve years, were skating on the La Have, at Bridgewater, and both were drowned. James broke through first, and Sylvester, in trying to assist him, fell in also. Fred. Woodbury and Eddie Hoyt exerted themselves to help the lads, but all in vain. The bodies were recovered, and interred on January 1st, a sad beginning of the New Year for the parents and the many friends the boys had by their good conduct made in the community.

1894.

January 10th.—Mayflowers in full bloom were picked one day last week at North-West by Miss Agnes Berringer.

Sunday, April 8th.—About 10 p.m. a great snow-storm commenced, and continued for about twenty-four hours. Sixteen inches in depth. Heavy wind caused great banks, in many places impassable. Mails were much delayed. On the 14th, sled-teams were coming in from the country.

Birds in search of food cleared away the snow with their feet in places about the gardens, leaving large bare patches. Many persons threw out crumbs to them for several days.

16th.—Rev. W. Meikle delivered at Bridgewater an intensely interesting address on “The Tabernacle,” illustrated with very fine paintings. It was a great treat to all who heard it.

September 6th.—Large gathering of Oddfellows at Bridgewater. Special trains. About 1,200 visitors. Games and sports at grounds of Athletic Club. Several bands of music, including the noted 75th from Lunenburg.

7th.—Golden wedding at Lunenburg, of William J. Dauphinee, Esq., Prothonotary and Clerk of the Crown, and wife. Mr. and

Mrs. Dauphinee entertained a large number of guests, including clergy, members of Parliament and other citizens.

1895.

On Sunday, March 10th, there was a total eclipse of the moon. The night was beautifully clear. Nothing to hinder the fullest observation.

Captain Edward Gerhardt, Master of the brigantine *Doris*, sailed from Lunenburg for Demerara in the schooner *Victor*, in 1869, and up to March in this year, made over 230 voyages in the West India trade.

One of the saddest accidents that ever happened in the county was that of October 8th, 1895. Robert Annesley Chesley, in his twentieth, and Agnes Davison Chesley, in her nineteenth year, children of Judge Samuel A. and Mary R. Chesley, of Lunenburg, went thence to South in a sail boat, she to give lessons in music, and he to spend the day and return with her in the evening. They left about 5 p.m. for home, with a fresh wind which increased in force. Persons on shore noticed that the boat was laboring heavily and then disappeared. It was evident that she had shipped water while running before the gale for a short time previous to the accident, and swamped when Mr. Chesley was apparently trying to clear the breakers of Head Shoal. Both of the occupants were drowned. Their bodies were fortunately recovered. The funeral services, conducted by Rev. George F. Day, of Mahone Bay, in the absence of Rev. J. L. Batty, were attended by an immense concourse of people, including the clergy and members of the different denominations; and the sympathy of the whole community and county was extended to the bereaved parents.

At a special meeting of the town council, a letter of condolence was adopted, signed by the mayor, council, and clerk, and duly presented. Another warmly sympathetic letter was sent from Rising Sun Lodge of Independent Order of Oddfellows, of which Judge Chesley is a member, and tributes of regret were received from other bodies.

Mr. Chesley had been engaged as assistant engineer and timekeeper in connection with the Lunenburg water-works. Miss Chesley was a devoted teacher in the Methodist Sunday-school, and active in church work. Both are greatly missed.

“ Leaves have their time to fall,
And flowers to wither at the north-wind's breath,
And stars to set—but all,
Thou hast all seasons for thine own, O Death !

“ Thou art where billows foam,
Thou art where music melts upon the air ;
Thou art around us in our peaceful home,
And the world calls us forth—and thou art there.”

“ Some day the Master will explain
The ‘ wherefore ’ of each grief and pain.”

HUFEISEN BUCHT.

In “The Old Judge; or, Life in a Colony,” one of the works of that celebrated writer, the late Hon. Mr. Justice Haliburton (Sam. Slick), a tale is related, entitled “Horseshoe Cove; or, Hufeisen Bucht.”

The story narrates the coming to the La Have River about the year 1763, of Nicolas Spohr, who, “several miles above the entrance, discovered part of the river which, by an enlargement in a semi-circular shape, formed a miniature harbor, nearly enclosed, and effectively concealed by two wooded promontories, that gave to the cove a striking resemblance to a horseshoe.” (The place is supposed to be between Bridgewater and Summerside.) “He also found a clearing of forty acres of land, with a dwelling-house, warehouse and block-house, the rafters of the latter supporting a bell, of sufficient size to be heard across the river. A square field of about an acre, surrounded by large willows, had in the centre some old apple-trees. There were several indications that this had been a garden. Near the entrance, an arbor, built over a spring, contained a rustic table and seats. Initials, and names in full, were carved on the former, including Charles Etienne Latour, and Francis d’Entremont. On a corner of the table two clasped hands were neatly cut in

the wood, and underneath, the words, 'Pierre and Madeline, 1740.' The words of Ovid, '*Scribere jussit amor*,' were added.

"Nicolas proceeded to Halifax, and obtained a grant of one thousand acres of land, covering this property, and named it 'Hufeisen Bucht, or Horseshoe Cove.' He felt his importance very much increased by the acquisition, and manifested it in many ways. Now and then he was heard to mutter the names of some gentlemen at Lunenburg, as Rudolph, Von Zwicker, or Oxner, who had belonged to good families in their own country, and in a way to show how he felt his own superiority." An account is given of his visit, with his sons, to Halifax for supplies, and his return to find the trees so changed by the varied tints of autumn, which he had not seen before, that this, with other things presented to his view, made him at first doubt that his house was in the right place. When he entered his dwelling, an awful spectacle was before him. "There lay the mangled bodies of his wife and children, his slaughtered dog, and the fragments of his broken furniture, and rifled property. Assistance having been procured at the Settlement by the river's mouth, the Indians were pursued and defeated. Four were hung on the willows, and the remaining two sent to Halifax, to be held as hostages, or dealt with as the Governor should direct." Spohr became very melancholy, and gave up all attention to business. He was at last found on the grave of his wife and children, where he had perished, and was interred where he lay.

After the treaty of peace in 1783, a Captain John Smith came among the refugees to Nova Scotia. He purchased the Hufeisen Bucht, and put it in good order.

An account is given of the manner in which the house was furnished, and of Mr. and Mrs. Smith and their African attendants, Cato and his wife Venus. The Hufeisen Bucht and its inmates were regarded with superstitious fear, partly on account of the tragedy already referred to, and partly because of the style of living of Smith and his family, to which the people were not accustomed. Then follows the statement of a boy whom Smith had brought from Halifax, as to the disappearance of a pedlar who spent the night there. On this statement of

the boy that he saw a dead body answering to that of the pedlar carried out by two men, and that the man who supported the head was his master, and detailing other circumstances, Smith was arrested, tried at Lunenburg, and found guilty. He escaped from prison, and secured Caspar Horn, the sentinel in front of the jail, and placed him under the straw in one of the ox-carts at the tavern.

The writer of the tale subsequently visited Lunenburg, and being on a fishing excursion in the vicinity of Hufeisen Bucht, he met at an encampment in the woods, Captain Smith, who offered to guide him part of the way to Petite Riviere. They discovered the body of the missing pedlar, and the skin and frame of an enormous bear, and other things giving evidence of a deadly struggle. A box containing a silver cup, was found at the place, and also a black fox-skin, which Smith recognized by a bullet-hole he had himself made, and which recalled to his memory a roll of furs which he and Peter Strump had carried out of the house, on the night referred to by the boy, to the vessel of Strump, and which the boy had mistaken for the pedlar.

The tale closes by stating that the writer renewed acquaintance with Smith in his native land, England, when he related the causes which led to his expatriation, and the particulars of his singular and adventurous life in the colonies under the assumed name of Smith. Hufeisen Bucht, with the land adjacent "remained derelict for many years, but as it was covered with valuable timber, cupidity proved stronger than superstition, the forest has all long since been removed, and the appearance of the place so changed that you would now find great difficulty in identifying it. The story of Nicolas and Captain Smith is only known, says the writer, to a few old men like myself, and will soon be lost altogether in a country where there is no one likely to found a romance on the inmates and incidents of the "Hufeisen Bucht."

It is impossible at this date, to say whether the tale, of which the foregoing is an abstract, is a fiction or not. The probability, however, is that it is founded on fact. It is very interesting, and will well repay perusal.

CONCLUSION.

IN fertility of resources, healthfulness of situation, beauty of scenery, and in the sterling virtues of its inhabitants, this county is second to none in Nova Scotia. We can truly say "the lines are fallen unto us in pleasant places, yea we have a goodly heritage." While we survey the cheering prospect spread out on the right hand and on the left, let us not forget the labors of the pioneers, who at Rous's Brook, on the memorable June 7th, 1753, commenced the settlement of Lunenburg. In surmounting the difficulties and discouragements which have been described, those worthy men made debtors to their energy and perseverance all who should afterwards find a home in the county.

The writer, in concluding what has been to him a labor of love in recording the history of that portion of the Province in which he naturally feels the deepest interest, offers the fervent aspiration that He, without whose approval no work of man can prosper, may be pleased to smile on all efforts made for its further advancement; and that those who dwell within its borders may be, in all generations, a people "fearing Him, and working righteousness," and may meet at last

" Beyond the stars, and all this passing scene,
Where change shall cease, and Time shall be no more."

ADDENDA.

THE statements made in the journal of Rev. James Munroe, in Chapter 31, as to the depth of the La Have and its capacity for vessels, are not at all correct, as is clearly shown in Chapter 48 of this book. Ships of large size load at Bridgewater for foreign ports. Mr. Munroe must have been incorrectly informed.

Martin Henneberry was born at Burin, Newfoundland, and went thence to Halifax, where he was engaged in a mercantile and coopering business. He removed to Chester, continuing his work there for many years, and died January 14th, 1868, aged seventy-nine years. His widow died March 11th, 1873, aged seventy-three years. Two daughters reside at Chester. Mr. Henneberry was a Justice of the Peace, and very highly respected.

William Ross was born in Dornoch, Sutherlandshire, Scotland, and came to Lunenburg in 1828, where for forty-four years he carried on a mercantile and shipping business, and was the owner of vessels engaged in the West India trade. He died May 25th, 1872, aged seventy-one years. Mr. Ross married Rosanna Selig, who died August 21st, 1890, aged eighty years. They had five sons, three of whom were John Alexander, a clergyman of the Presbyterian Church, William Mathew, a clergyman of the Protestant Episcopal Church of the United States, and George Angus, Barrister-at-law and M.P.P. There were also five daughters, one of whom still resides at the old home in Lunenburg. Mr. Ross claimed descent, on his mother's side, from Lady Margaret Madison, to whose family belonged James Madison, President of the United States. When Mr. Ross was

twelve years old he was apprenticed to a stonecutter in Edinburgh, and worked in the same company with Hugh Miller. He used to tell how Miller, when work was ended, would take his hammer and bag and roam about among the rocks.

Amos Lovett was born in Halifax, December 2nd, 1786. came to Chester in 1827, kept the "Lovett House" until 1874, and died February 14th in that year. The hotel was then managed by his son Charles, who died December 23rd, 1890. The business has been continued from December 24th in the same year by Mr. Leander Manning, formerly of Bridgewater, whose wife is a granddaughter of the first proprietor, and the house still maintains the good name it has always borne. This and the "Mulgrave House" (David Whitford, proprietor), have long furnished excellent accommodation to visitors.

Edward James Robinson, son of the late William H. Robinson, Esq., died January 10th, 1876, aged forty-six years. He carried on a large mercantile and shipping business at Chester, and gave employment to many persons. Mr. Robinson was a kind-hearted man. His widow resides in Halifax.

The late John Tobin, J.P., who was one of the oldest residents of Bridgewater, had a large room in his house suitably fitted up for chapel purposes, which was used for some years previous to the building of St. Joseph's Church.

In 1861, Benjamin Harrington built, near the east end of the bridge at Bridgewater, the brigantine *Volant*, for the late James Starratt, jun. At the launch the ways spread when the vessel was half-way down, and she became fast in the mud. Heavy ropes were attached to her and to pine trees by Mr. West's store, on the opposite side of the river, and with these and other appliances she was got off. She proved a very fast sailer, and was readily bought by parties in the United States, who paid the whole amount of the purchase money in Ameri-

can gold. Mr. Harrington built in the following year, at the same place, the brigantine *Micmac* for the late Robert Dawson, Esq. The schooner *Viator* was also built in the same vicinity for the late Robert West, Esq., and was totally wrecked on a voyage from the West Indies to New York. James Tobin, of Bridgewater, was one of the crew.

Officers of the Salvation Army have been at work for several years in Lunenburg and Bridgewater. They have met with opposition, shown sometimes in very discreditable ways. In self-denial and earnestness they set an example worthy of imitation.

John M. Shand, Esq., has recently opened in Bridgewater a factory for the canning of vegetables.

Rev. Thomas H. White, D.D., noticed on page 290, was born March, 1806; ordained Deacon, June, 1829; Priest, October, 1830. He was appointed to Shelburne, January, 1836, has been rector of that parish for very nearly sixty years, and now, in his ninetieth year, takes an effective part in the services at Christ Church.

Captain Lewis Knickle, referred to in Chapter 47, has been awarded, by the Government of France, a handsome pair of binocular glasses suitably inscribed.

The handsome granite stones measuring fourteen and fifteen feet in length and two feet in depth, placed in the chapel and school-house walls on Pleasant Street, in Bridgewater, were taken by Mr. Henry Sorette from his quarry at New Germany.

Aaron Morse, who was born in 1799, was one of the earliest settlers at Bridgewater. He built the house which for a long time stood on part of the site of the "Eureka Hotel," and kept a store on the opposite side of the street. He was also one of the first surveyors of lumber. Mr. Morse is remembered as a

most excellent man, and one of the kindest of neighbors. He was the father of two sons and seven daughters. One of the latter, Mrs. Joseph H. Wade, resides in Bridgewater.

About twenty years ago some of the ladies of Bridgewater formed themselves into a society known as "The Ladies' Light Association," and by entertainments of different kinds secured funds for the purpose of lighting the streets, and carried on the work successfully for two or three years. One of the means adopted was a course of lectures delivered by clergymen, lawyers, and others, resident in Bridgewater and elsewhere. For want of proper support, the ladies were obliged to discontinue their good work.

A course of lectures was some years ago delivered under the auspices of the Bridgewater Agricultural Society.

Among many excellent lectures which have been delivered in Bridgewater by residents of the town, was a very interesting and instructive one by James A. McLean, Esq., Q.C., in the Presbyterian Church, Bridgewater, in December, 1887, the subject of which was, "From Joppa to Damascus." The lecture was an account of Mr. McLean's journeyings in that part of the Holy Land, and was listened to with the closest attention by a large and appreciative audience. It was subsequently delivered, by request, in other parts of the county. Also one by William E. Marshall, Esq., Barrister, in the Methodist Church, in July, 1893, on "The Origin and Growth of Some of Our Positive Laws." The lecture evinced much study and research, and was of a very interesting character.

James Mills, a worthy resident of Chester, carried on a large tanning business there for many years, on the property now occupied by two of his sons near Stanford's Lake. He had twenty-one children by one wife, who was a remarkably capable and active woman, even to advanced age. Several of the family still reside in Chester.

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Press Notices of the First Edition.

Among favorable notices by the Press, of the first edition of this work, were the following :

"The 'History of the County of Lunenburg,' by M. B. DesBrisay, Esq., M.P.P., has been kindly presented to us by the author. It contains a great variety of useful and interesting information, which could only have been obtained by the most careful research, and we would advise our readers to secure a copy of it without delay." *Bridgewater Times*, August 25th, 1870.

"We have read this work with great pleasure. It is written in a clear, concise style, peculiarly fitted to the nature of a brochure of this kind. It contains interesting details of the situation, soil, climate, products, trade, and scenery of the county, together with a description of the foundation of the various settlements within it, and sketches of the first settlers and the difficulties which they were obliged to encounter.

"The Lunenburg rebellion in 1753, the Indian attacks upon the inhabitants, the landing of the American privateers, and other incidents narrated in the book are some of the most interesting portions of Nova Scotia's history.

"Mr. DesBrisay has well employed his leisure time in writing the history of his native county, and we trust he will find a large circle of appreciative readers. His success may be the means of stirring others up to like efforts, so that every county in time will have its own historian."—*Morning Chronicle*, Halifax, August 27th, 1870.

"The 'History of the County of Lunenburg' has been politely sent us. This is a neatly got-up book of 264 pages. Typography and paper good. We have not been apprised of its price per copy, but be that what it may, it is such a work as we have no doubt will be readily purchased by all lovers of that fine county.

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